ANSWERING QUESTIONS ON MANCHURIA

THE SOUTH MANCHURIA RAILWAY COMPANY

Minami Manshu Tetsudo Kabushiki Kaisha.

Answering Questions on

MANCHURIA

1939

SOUTH MANCHURIA RAILWAY COMPANY

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Manchuria is no longer an insignificant spot on the map of the Far East. It has won "its place in the sun" and the eyes of the world is now increasingly focused upon it. And Manchoukuo, the newest of the nations of the world, is destined to play an important role in the international relations of the Far East as well as of the world at large. Manchuria, present and future, indeed, is an unmistakable international existence and will be understood only in its relation with the outside world.

Manchuria is an absorbingly interesting land. Its natural resources are abundant and its future potentiality is becoming recognized even by the most sceptic. Necessarily, the recent developments in Manchuria have been nothing short of a

The New Dairen Station, the Gateway to Manchoukuo

marvel. In fact, construction is the synonym of Manchuria to-day, for nowhere in the world are there such phenomenal construction activities witnessed as in Manchuria. It is literally the boom land of the Orient and an increasing number of missions of all descriptions, both official and unofficial, is visiting the country and studying its potentialities and problems. Yet how little is still known about Manchuria to the average Western people!

"Answering Questions on Manchuria," as the title suggests, is the product of experiences extending over years. Indeed, thousands of questions continue to be asked by hundreds of Western visitors to Manchuria every year. Some of those questions are exceedingly primitive and even humorous, revealing a complete ignorance on the part of the inquisitive visitors; others are searching and admittedly sincere. The fifty-seven questions which the present pamphlet answers are the outgrowth of the latter group and are intended to give a rounded picture of Manchuria as it is to-day. Together with its sister volume, "South Manchuria Railway," it will become, it is hoped, an indispensable companion for the increasing number of visitors from abroad to the land of white pagodas.

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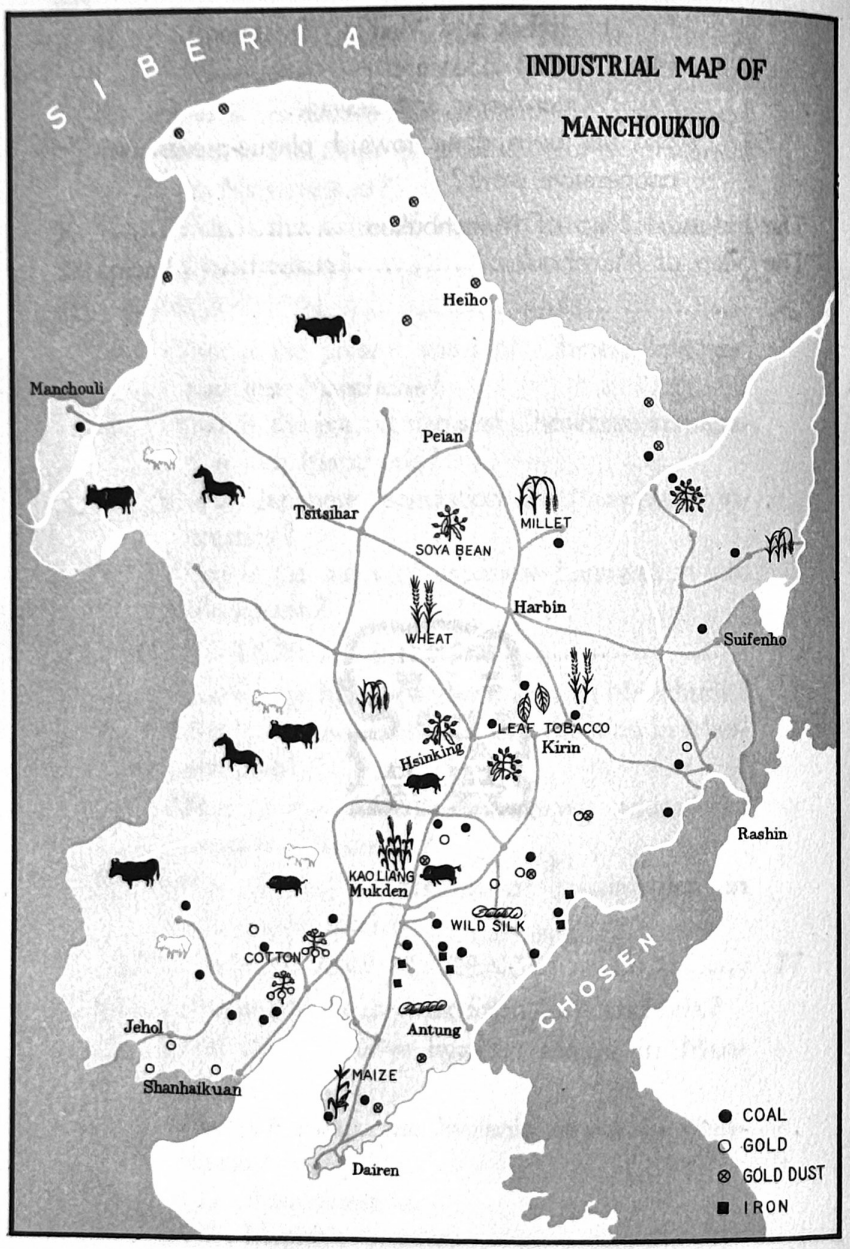


I. POLITICAL GEOGRAPHY

1. WHERE IS MANCHURIA?

Manchuria lies at the cross-road of the Far East. It is surrounded roughly on the north by Russian Siberia, on the east by the Maritime Province of Siberia, on the south-east by Chosen, on the south by the Yellow Sea and the Gulf of Pechihli, and on the west by China with more or less elastic administrative lines of Eastern Inner Mongolia and Outer Mongolia. It is the key-stone land and the Switzerland of the Far East.

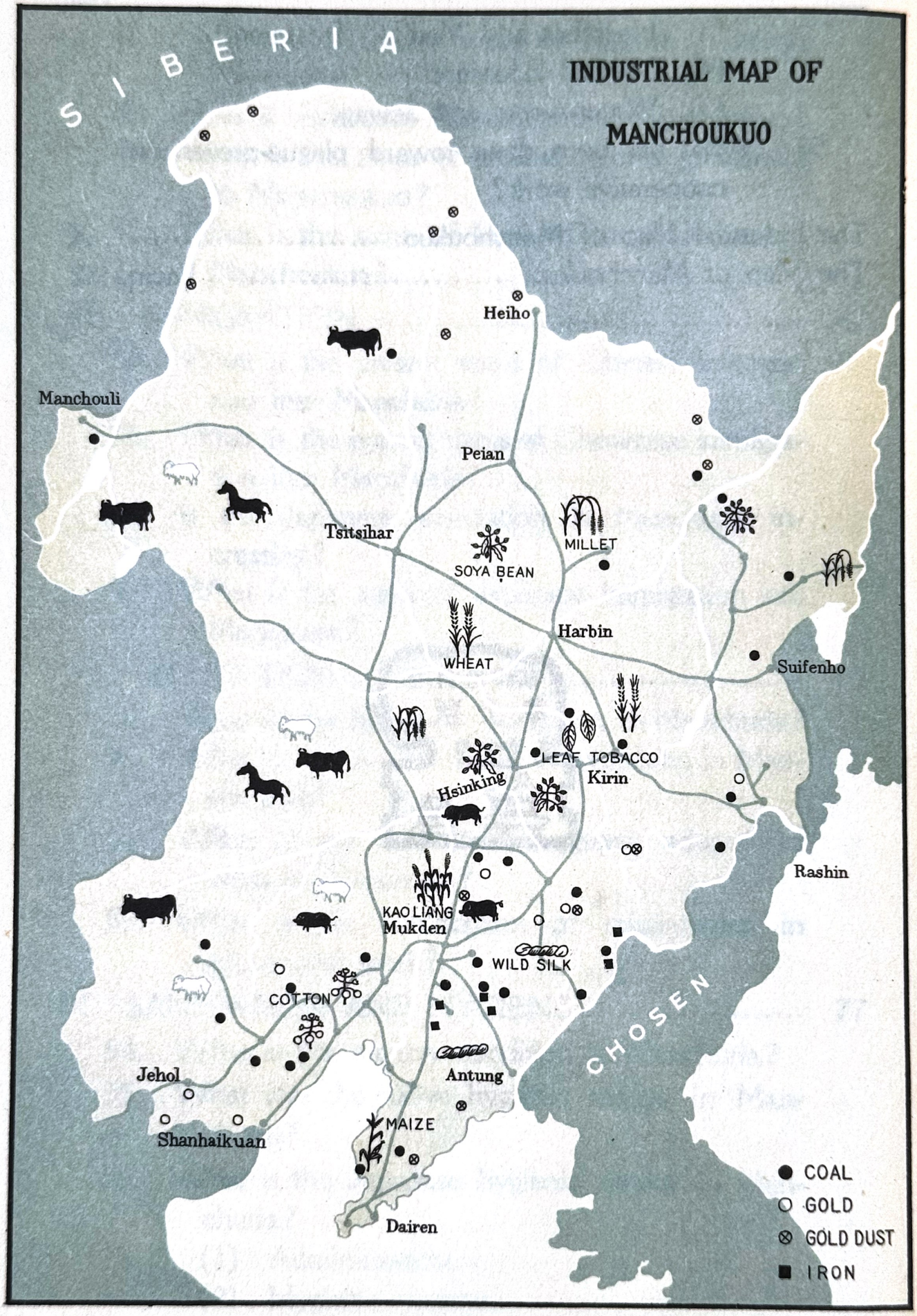
It is often described in terms of North and South Manchuria. There is no topographical dividing line and they signify, in the most popular and widely accepted meaning of the terminology, the land respectively north and south of Hsinking, the capital of Manchoukuo. Very often, thus, Jehol is included in South Manchuria.

2. HOW LARGE IS MANCHURIA?

The area of Manchuria is estimated at 1,303,000 square kilometres or 503,000 square miles. It is more than half the size of Mexico, three times that of Japan proper, and larger than the combined size of Germany and France.

3. WHAT ARE THE TOPOGRAPHICAL FEATURES OF MANCHURIA?

The heights of the Great and Little Khingan Ranges screen Manchuria on the north and the north-west, the Changpaishan Ranges on the south-east, and the Sungling Mountains on the south-west. Sheltered between these three mighty mountain screens lie vast stretches of billowy plains of Manchuria. The northern section of these plains is drained by the Nonni and the Sungari, while the southern portion is watered by the Liao, the Yalu, and the southern branch of the Sungari. The


SIBERIA
INDUSTRIAL MAP OF
MANCHOUKUO
Heiho
Manchouli
Peian
Tsitsihar
MILLET
SOYA BEAN
Harbin
WHEAT
Suifenho
LEAF TOBACCO
Kirin
Hsinking
Rashin
KAO LIANG
Mukden
WILD SILK
COTTON
CHOSEN
Jehol
Antung
MAIZE
Shanhaikuan
Dairen
COAL
GOLD
GOLD DUST
IRON

A Typical Scene in Manchuria

upper reaches of the Liao and the Luanho drain Jehol on the south-west, while the Amur, into which the Sungari empties, almost completely outskirts the Great and Little Khingan Ranges on the north.

The southernmost part of Manchuria narrows into a Peninsula, known as the Liaotung Peninsula, and cuts the sea into the Gulf of Pechihli and the Korean Bay. The rolling hills all along the western parts fade into an open stretch of the gently undulating Mongolian plateau.

The great central plain is comparatively flat and very low, being generally less than 300 metres above sea level and most of it as low as 100 metres. Moreover, the majority of annual rainfall generally comes as showers in the summer season and consequently floods are frequent. Naturally the winding of the rivers is pronounced and the changes in river courses have been numerous since ancient times. Lakes and marshy lands often remind such former river courses as well as the frequency of floods.

4. WHAT IS THE POPULATION OF MANCHURIA?

The census enumerators have never penetrated Manchuria except the Japanese Leased Territory of Kwantung and the former Railway Zone, and the population of Manchuria on October 1, 1938, was estimated at 38,302,000 or 29 persons to a square kilometre. Of this number, Manchurians numbered 36,689,000, Chosenese 1,084,000, Japanese 498,000, and others 29,000.

In the Leased Terriorty of Kwantung the population totaled 1,242,413 on April 30, 1939. The racial distribution of these residents was as follows: Japanese, 182,592; Chosenese, 4,180; Manchurians, 1,053,335; and foreigners, 1,676.

The indigenous people of Manchuria are the Manchus and Mongols although the greater part of the present population are the Hans or the descendants of Chinese settlers or immigrants from China. It is estimated that the Hans comprise about 81% of the entire population, the Manchus 11%, the Mongols 3%, the Chosenese 3%, the Japanese 1%, and the others 1%. The five colored stripes of the Manchoukuo flag signify the cooperative unity of these five dominant racial groups in Manchuria, namely, the Manchus, the Hans, the Mongols, the Japanese, and the Chosenese.

5. WHAT IS THE POLITICAL STATUS OF MANCHURIA?

Politically speaking, Manchuria comprises two administrative divisions. The major portion of Manchuria is administered by Manchoukuo or the Manchu State, while the Leased Territory of Kwantung is under the Japanese jurisdiction.

(1) Manchoukuo. Manchoukuo came into being on March 1, 1932. She became officially Manchoutikuo or the Manchu Empire on March 1, 1934, when Chief Executive Pu Yi was enthroned as Emperor Kang Têh. Her capital is at Hsinking and is divided for administrative purposes into sixteen Sheng or Provinces and one special Municipality. The

The Peiling (North Mausoleum), Mukden

names of these administrative divisions with their respective areas and population as of December 31, 1937, were as follows:

	Sq. Kms.	Population
Fengtien	75,522	9,391,982
Antung	26,603	2,225,660
Chinchou	39,462	4,190,561
Jehol	66,585	3,635,664
Chientao	29,395	645,020
Kirin	89,656	5,223,558
Lungkiang	125,536	2,509,170
Heiho	109,813	67,562
Sankiang	107,545	1,224,551
Pinkiang	87,110	4,545,437
Mutankiang	57,245	637,370
Tunghua	31,647	796,788
East Hsingan	106,751	94,455
North Hsingan	160,396	87,661

	Sq. Kms.	Population
West Hsingan	80,410	515,355
South Hsingan	79,021	824,485
Hsinking Special Municipality	446	334,692
Total	1,303,143	36,949,932

Early in 1939, two new provinces were added, newly Peian and Tungan, making the total 18, but the details are still lacking as this goes to press.

(2) **Kwantung Leased Territory.** The Leased Territory of Kwantung is located at the southern tip of the Liaotung Peninsula and comprises an area of 3,462 square kilometres or 1,337 square miles. Japan had succeeded to the 25-year Russian lease to this Territory in 1905 as a result of the Russo-Japanese War and the lease was extended in 1915 to ninety-nine years or until 1997. It is administered by the Kwantung Bureau which is under the direct supervision of the Japanese Ambassador to Manchoukuo. The local administration of the Leased Territory is entrusted to the Kwantung District Government, formerly at Port Arthur but now at Dairen.

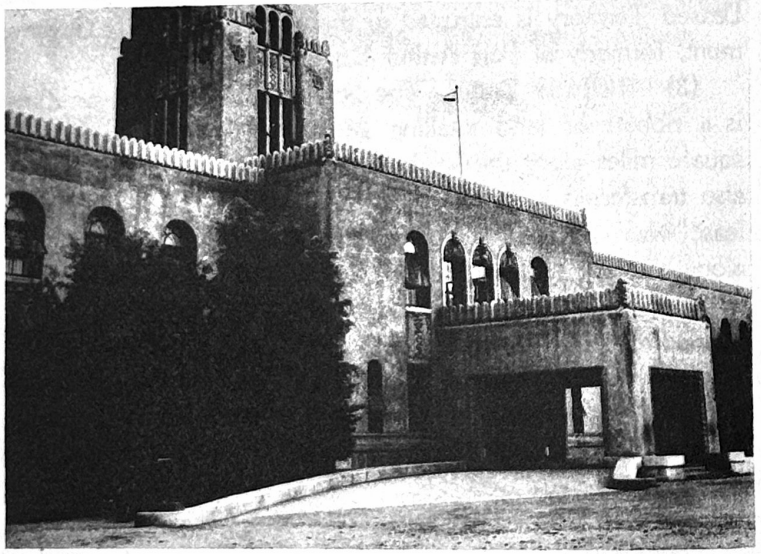
(3) **Railway Zone.** The South Manchuria Railway Zone is a ribbon of land totalling 284 square kilometres or 101 square miles along the South Manchuria Railway lines. It was also transferred to Japan by Russia in 1905 and the 25-year lease was extended to ninety-nine years in 1915, the Zone along the Dairen-Hsinking main line and its branches until 2007 and that along the Mukden-Antung line until 2007. It was administered by the Local Administration Department of the South Manchuria Railway Company under the direct supervision of the Kwantung Bureau until the administrative rights over it were transferred to Manchoukuo on December 1, 1937.

6. WHAT ARE THE ADMINISTRATIVE ORGANS OF MANCHOUKUO?

Manchoukuo is an Empire. The government is headed by

Emperor Kang Têh of the Manchou Dynasty which conquered and ruled China for over 260 years. The Emperor represents Manchoukuo; possesses the supreme power to declare war, conclude peace, and sign treaties; commands the army, navy, and air forces; and has the power to grant amnesty, special pardon, commutation of penalties, and restoration of civil rights. The Privy Council advises the Emperor on his various functions, while the legislative, judicial, and administrative authorities are made independent of each other. The people are guaranteed the freedom and rights of their life and property, which guarantee was lacking before the establishment of Manchoukuo. The basic philosophy of Manchoukuo is the "Wangtao" or the "Way of Benevolent Ruler."

The chief organs of the Central Government are the State Council, the Legislative Council, and the Courts of Justice. The Prime Minister heads the State Council and controls the



The Capital Construction Bureau, Hsinking

Tatung Thoroughfare, Hsinking

Ministers of seven Departments, namely, Public Peace, People's Welfare, Finance and Commerce, Industry, Communications, Justice, and Foreign Affairs, while within the State Council are two Bureaux, namely, Home Affairs and Hsingan Affairs.

For the purpose of local administration, the country is divided into sixteen Sheng or Provinces, presided over by Provincial Governors who act under the direction and supervision of the Prime Minister and the Department Ministers. The Hsinking Special Municipality is also under the direct supervision of the State Council. A Sheng is further subdivided into Hsien or Prefecture, while under Hsien are Chu and Tsun as last local administrative organs.

Thus, for the first time in history, Manchuria has a State with its administrative organs in the modern sense of the term. Until the establishment of Manchoukuo in 1932, maladministration and corruption characterized the political life in Manchuria.

II. RESOURCES AND INDUSTRIES

Soya Beans Gathered for Transportation

7. *WHAT IS THE AGRICULTURAL POSSIBILITY IN MANCHURIA?*

Manchuria is often described as the "Granary of Asia," as possessing "one of the richest soils in the world," and as the land of untold opportunity. While such descriptions greatly exaggerate the actual condition, they unmistakably point to Manchuria's potential agricultural resources.

Manchuria, in fact, is primarily an agricultural land and agriculture ranks first in importance among its various industries. The country lies between 38° and 54° north latitude and, if it were transposed over North America, it would extend roughly from the middle of the State of Missouri to the northern boundary of the Province of Manitoba. It possesses a continental climate, both wholesome and stimulating to agriculture. The annual rainfall which averages 24 inches in the south and 17 inches in the north is none too abundant but its seasonal distribution is such as to make crops possible during the growing season. Moreover, the valleys and plains are peculiarly well adopted for agricultural purposes. Over the Liao Valley and throughout the extensive plains drained by the Sungari River, the soil is loamy and very rich. It is said that many farmers there have worked their farms for forty years without the use of a pound of fertilizers. In the Japanese Leased Territory of Kwantung, however, the soil is poor, being sandy with a liberal mixture of gravels and rocks.

8. *WHAT IS THE PRESENT EXTENT OF CULTIVATION?*

The cultivable area in Manchuria is estimated at 31,698,000 hectares or 34 per cent of the entire land. This arable area, though not large, is larger than those of Canada and Argentine and is next only to those of the United States, British India, the Soviet Union, and China. Of this total cultivable area, only 14,089,000 hectares or 44 per cent are now under cultivation, which percentage is larger than those of Italy and Australia and ranks next to those of Poland and Spain.

In term of various sections, South Manchuria, with the exception of the upper reaches of the rivers and the parts adjacent to Mongolia, is fairly well cultivated and penetrated, especially the rich Liao Valley, and there is little room for further exploitation. Central Manchuria, watered by the Hurka River and the upper and middle reaches of the Sungari River, is probably the best agricultural region of Manchuria but only half cultivated to-day. North Manchuria, the fertile valley-plains drained by the lower Sungari and the Nonni and Amur Rivers, is generally rich in soil and largely virgin, but is only one-third cultivated, with a promise of great possibilities for future development.

With such a background, it is natural to find the Manchurian population predominantly agricultural. While no census has as yet been taken, the farming population is estimated to

Thrashing Beans with the Help of Wind

take up more than 80 per cent of the total. With the phenomenal development of the transportation net-work and under the increasing realization of peace and order, the agriculture promises a steady expansion and intensification.

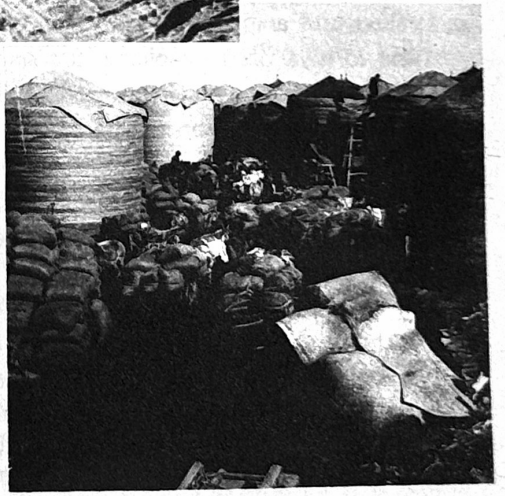
9. *WHAT ARE THE CHIEF AGRICULTURAL PRODUCTS OF MANCHURIA?*

Manchuria being primarily an agricultural country and its population predominantly farmers, the majority of the national wealth annually produced is naturally represented by agricultural products.

The king of Manchurian agricultural products is the world-famous soya beans. Manchuria annually produces about 5 million tons of soya beans or more than 60 per cent of the world production. Of this amount less than 20 per cent is consumed within the country, while 60 per cent of the remainder is

exported and 40 per cent is absorbed by the bean oil mills within Manchuria. The South Manchurian beans are better in quality but North Manchuria leads in quantity of production. There are more than 200 varieties of Manchurian soya beans, ordinarily designated by the general distinction of yellow, blue, and black, of which the first is the most popular variety. They are exported principally to Japan, China, and Europe and are

Piles of Soya Beans waiting for packing at Anta, North Manchuria



Stacks of Soya Beans, at Kaiyuan Station on the S. M. R. Main Line

Open-Yard Storage of Soya Beans in North Manchuria

generally used for extracting oil, while the bean cakes are used as fertilizer and animal feed.

Next to soya beans, kaoliang, the staple food of the native, is another important agricultural product of Manchuria, the production exceeding 4 million tons annually. Then comes millet with an annual production of over 3 million tons. Among other important products of the Manchurian soil, hemp, flax, ramie, tobacco, cotton, and sugar beets are gradually gaining favor, especially in South Manchuria.

The following is the table of leading agricultural products of Manchuria and their annual production since 1932 (in tons):

	Beans	Kaoliang	Millet	Maize
1932.....	4,445,560	3,729,360	2,615,370	1,541,850
1933.....	5,130,490	4,229,440	3,273,020	1,868,290
1934.....	3,878,730	3,588,560	2,093,150	1,609,440
1935.....	4,094,790	3,842,365	2,970,430	1,801,093
1936.....	4,100,190	3,986,364	2,919,485	1,879,279
1937.....	4,489,895	4,098,208	3,184,989	2,126,825
1938.....	4,490,827	4,152,406	3,049,291	2,440,535

	Wheat	Rice	Other Cereals	Total
1932.....	1,133,090	247,100	1,550,390	15,362,720
1933.....	1,429,810	313,040	1,832,950	18,477,040
1934	863,450	316,270	1,299,460	13,431,870
1935.....	934,656	421,988	1,225,091	15,309,913
1936.....	1,005,642	442,158	1,317,705	15,651,023
1937.....	1,079,183	658,142	1,039,636	16,853,370
1938.....	854,326	696,007	1,002,218	16,826,984

10. IS THERE ANY POSSIBILITY OF DOMESTIC HUSBANDRY IN MANCHURIA?

Domestic animals used to be an important resource in Manchuria. However, with the rapid growth of agriculture in South Manchuria and its penetration of North Manchuria, the pastoral lands were gradually converted into farms. To-day only a small number of farmers are devoting themselves exclusively to stock raising and the industry is on the wane in those sections. On the other hand, the live-stock raising, especially the sheep and horse raising, constitute the chief occupation of the Mongolian tribes.

The estimated number of live-stocks in Manchuria at the end of 1937 was as follows: cattle, 1,683,000; horses, 1,805,000; donkeys and mules, 1,186,000; sheep, 1,966,000; goats, 1,243,000; and pigs, 5,336,000. The production of leather, hides, and fur is now on the increase, while the annual wool production is estimated at about one and half million kilogrammes.

The Government of Manchoukuo has included in its general economic construction policy the task of improving the breeds of various domestic animals and of spreading live-stock hygiene.

Sheep Grazing

The South Manchuria Railway Company, especially through its Agricultural Experimental Station at Kungchuling and its Veterinary Institute at Mukden, has been making extensive experiments in the improvements of breeds and the prevention of animal diseases, and, in addition to giving actual service, has obtained amazing results. These institutions were turned over to Manchoukuo in April, 1938.

11. WHAT IS THE EXTENT OF FORESTRY RESOURCES IN MANCHURIA?

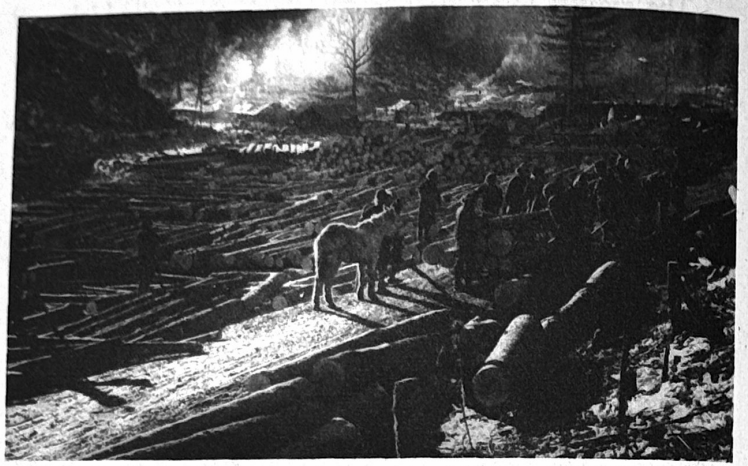
Manchuria possesses rich forestry resources. Its aggregate forest area is estimated at about 360,000 square kilometres and the standing timber at about 4,172,000,000 cubic metres, an average of 11,600 cubic metres per square kilometre. This represent almost one-third of the total area of Manchuria. In the United States, the forest area covers about one-fifth of her total area.

The greatest forest areas in Manchuria are in the Little and Great Khingan Ranges, the Sanhsing District, the eastern section of the Harbin-Suifenho Line, the upper parts of the Sungari Valley, the right bank of the Yalu River, and along the Hunho River, and the Chientao Zone. The Hurka and Lalin Valleys are also noted for timbers.

Some three hundred species are known in Manchuria. Of these, the conifers or needle-leafed species constitute about 40 per cent of the whole and there are eight important species among them, namely, Chosen pine, Chosen fir, Chosen silver fir, spruce, larch, Chosen larch, abies siberica, and Manchurian red pine. The Chosen pines are distributed most extensively through the eastern and north-eastern parts of Manchuria; they live longer than any other varieties in the Manchurian forest and often grow to several feet in diameter, reaching a height of more than a hundred feet. Next to the Chosen pine, the species of larch, laris dahurica, grows straight and tall, challenging the supremacy of the Chosen pine everywhere. Fir and spruce are found in abundance also. There are some twenty-one broad-leafed species, among which lime, oak, and birch are most numerous. Birch forests are peculiar to North Manchuria and are found along the old North Manchuria Railway line and over the Khingan Ranges.

12. WHAT IS THE EXTENT OF FORESTRY INDUSTRY IN MANCHURIA?

The lumbering on a large scale is relatively a new enterprise in Manchuria. Under the former military regime, no systematic forestry policy existed and no facilities were given for the protection and improvement of forests and the exploitation of forest resources, often resulting in confusion of titles and rights. With the emergence of Manchoukuo, the forestry industry is receiving a new life. The fundamental policy of the Government aims at the preservation and protection of



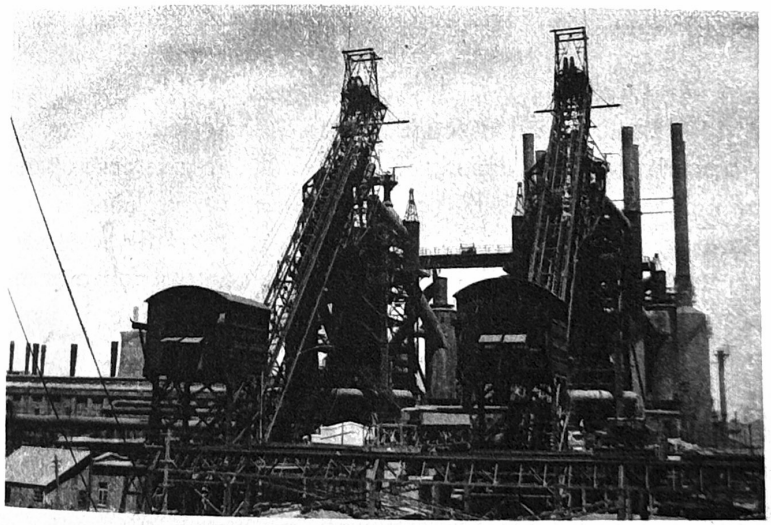
A Lumbering Industry Vigorously Carried on at Kuchengchen on the Tumen-Chiamussu Line

forest areas by prohibiting reckless felling, encouraging conservation and afforestation, and adopting systematic management. The Government has successfully completed the difficult and delicate task of adjusting old forest-land rights on a rational basis and now designates certain areas annually for the purpose of carrying on lumbering activities. And thus a well-ordered lumber industry is now rapidly taking its shape.

The total output of lumber in Manchuria in 1936 was 6,141,000 koku, of which only 631,000 koku were exported.

13. WHAT ARE THE METALLIC MINERAL RESOURCES IN MANCHURIA?

(1) Iron. Iron and coal are the most important mineral products of Manchuria. The iron deposits in Manchuria are estimated at more than 1,226 million metric tons, and are located chiefly at Anshan, Kungchangling, and Miaoerhkou. Splendid deposits of rich ores were recently discovered at Talitzukou and Chitaokou in the Tungpientao region. Scattering deposits are also found along the Mukden-Antung Railway line. The Showa Steel Works, formerly the Anshan Iron Works of the South Manchuria Railway Company and now an independent concern with an authorized capital of 100,000,000 yen, affiliated with the Manchuria Industrial Development Corporation, is located at Anshan. It is equipped with most modern facilities for the production of 700,000 tons of steel and steel materials and 580,000 tons of pig-iron a year. Its chief characteristic is its patented method for the economical utilization of ores with less than 40 per cent iron content. The Kungchangling iron mines with an estimated deposit of 380 million tons are worked by the Showa Steel Works, while the Miaoerhkou mines with an estimated deposit of 230 million tons are operated by the Penhsihu Colliery and Iron Works. The Manchuria Industrial Development Corporation is now preparing to develop rich ores of the Tungpientao region. The iron ore in Manchuria which had been utilized in the past is generally poor in quality, containing less than 40 per cent iron.



The Showa Steel Works, Anshan

(2) **Gold.** Both gold ore and placer gold are found in Manchuria. The placer gold is found mainly in the northern parts, chiefly in the districts of the Moho and Humaerhho Rivers and the upper streams of the Amur River, in the Sungari River region, and in the upper streams of the Luho River in the Nonni River Valley. The gold mines are located also in various parts, the most noted being Tamiaokou and Wufenglou near Tunghua on the upper streams of the Yalu River, Hsiang-lowantzu, and Chaihopei. Both mine gold and placer gold are found also in Jehol Province. The gold deposits in the northern parts of Manchuria are estimated by an expert at 3,779 metric tons and the annual production in 1937 totaled 3,738,000 grammes.

(3) **Copper.** Most of the copper deposits in Manchuria do not contain sufficient deposits to enable the operation of a copper refinery. Only small scale refineries are established at Tienpaoshan in the Chientao district, Panshih in Kirin Province, Tungkungliang along the Mukden-Antung Railway, Malukou, and Panling. Of these Panling is the only mine actually worked at present. The copper percentage at Panling is said to be 14 per cent and the estimated deposit is 27,000 metric tons.

(4) **Lead.** Lead is found in more than ten districts in Manchuria but the deposits are generally irregular and there are only very few capable of exploitation on a large scale. However, the lead deposits which were recently discovered at Yangchiachangtzu in Chinchou Province contain rich ores in great quantities and promise to become a leading lead mine in the Far East. Another noted lead mine is at Chingchengtzu in Antung Province which has been worked on quite a large scale but now only prospecting. Other more important lead mines are at Puliehyehho in North Manchuria and Hsiaoheikou and Yentungshan in Jehol Province.

(5) **Sulphuric Iron.** Sulphuric iron ore is found quite

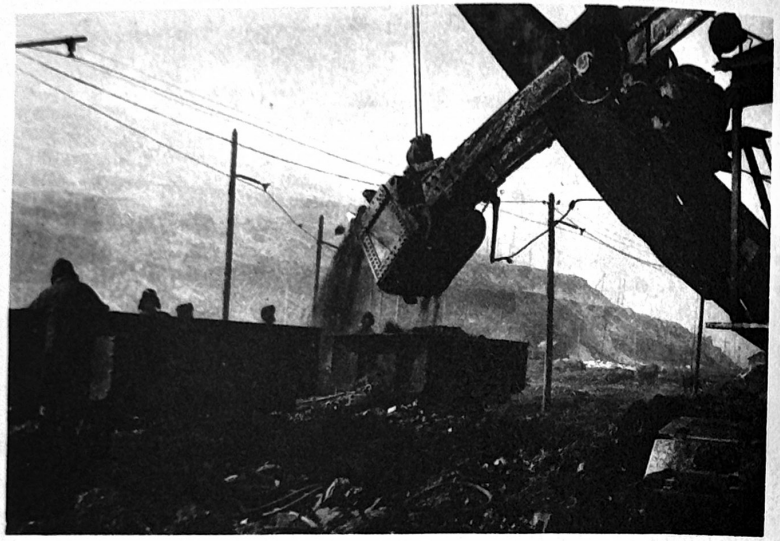
The Open-Cut Mine, Fushun Collieries

often but the deposits are generally small. Sulphuric iron mines are found at Linchiatai and Yangmukou, the yield of which is supplied to the Sulphuric Acid Plant of the Fushun Colliery. At Penhsihu, Niuhsintai, and Yentai coal fields, sulphuric iron ores are found in the coal seams and are mined together with the coal.

(6) **Manganese.** Manganese is found at Heisunglin and Hsiaohuangchi, where the deposits are small but of good quality and now being worked.

14. WHAT ARE THE NON-METALLIC MINERAL RESOURCES IN MANCHURIA?

(1) **Coal.** Coal is the foremost mineral product of Manchuria. The total coal deposit is estimated at 4,804 million metric tons and coal tops all other mineral resources in the production. The most famed coal field is found at Fushun. The average thickness of the Fushun coal seam is 40 metres, reaching 130 metres at its thickest part, and contains an estimated coal deposit of 980 million tons. The Fushun coal



Scooping up Coal with a Huge Shovel, Fushun Collieries

field is operated by the South Manchuria Railway Company and its open cut is believed to be the largest in the world. It produces from 7 to 8 million metric tons of coal annually. Other important coal fields are located at Penhsihu, Yentai, and Hsian in Fengtien Province, Chalainor near Manchouli, and Fuhsin in Chinchou Province, while large deposits are found at Pataokou in Fengtien Province, around Linkou in eastern Manchuria, and Peipiao in Chinchou Province. The production in 1937 totaled 12,580,000 metric tons.

(2) **Oil Shale.** Oil shale covers the main coal seams of the Fushun coal field, ranging in thickness from 70 to 120 metres, and is estimated to contain 5,400 million metric tons. As the oil shale must be removed for the operation of the open-cut mining, a patented method for extracting oil and its by-products has been worked out by the S. M. R. experts at Fushun, resulting in the establishment of the Shale-Oil Plant as a part of the Fushun Colliery.

(3) **Magnesite.** The extent of the magnesite deposits in Manchuria is said to be withwout parallel in the world. The district which produces magnesite lies in the Liaotung Peninsula and comprises an extensive area lying east of the Taipingshan, Tashihchiao, Fenshui, and Haicheng stations of the South Manchuria Railway main line. The magnesite deposits are found alternating with the dolomite seams and the thickness of the magnesite seams range from 2 to 200 metres. The deposit found above the surface alone is estimated at 384 million metric tons and the actual deposit, therefore, may reach an enormous figure. Its crystals are coarse, white, brown, light pink, or gray in color, and all of good quality. In the past, no large scale production has been made but the magnesite industry promises to become an important enterprise in the future.

(4) **Fire Clay.** Important deposits of fire clay are found at Wuhutsui near the border of the Kwantung Leased Territory, Yentai, and Penhsihu. Fire clays are used as raw materials for ceramic works, especially fire bricks and porcelain, and the production is at present about 182,000 tons a year. The largest production is at Wuhutsui. Some kind of fire clay produced in Manchuria contain much aluminum oxide and a plan to produce aluminum by utilizing the aluminum oxide is now receiving a serious attention.

(5) **Miscellaneous Non-metallic Minerals.** Among other non-metallic mineral produced in Manchuria in quantities are steatite, dolomite, limestone, quartzite, marble and lithographic stone, and building stone. Of these the more important are the first three. The steatite production is about 40,000 tons a year, of which the greater part is exported to Japan where it supplies almost the entire demands. The important producing districts are Taling, Shanchengtzu, and Shengshuissu. The distribution of dolomite is extensive and the deposits in the Kwantung Leased Territory and the Huicheng and Kaiping

Salt Fields, Kwantung Leased Territory

districts in Fengtien Province alone are estimated to reach an enormous amount. At present the largest operation is carried on at Haimaotao and the neighboring islands in the Kwantung Territory and shipped to Japan. The distribution of the limestone is also extensive. At Choushuitzu, in the outskirts of Dairen, there is a branch factory of the Onoda Cement Company, one of the leading Japanese cement manufacturers, and the local limestone is used to produce some 750,000 barrels of cement annually. The limestone deposits along the Mukden-Antung Railway line are extensively used at the Anshan and Penhsihu Iron Works as well as at Antung. As a result the cement industry is rising at several places such as Lioayang, Kirin, and Harbin. The amount of limestone used in manufacturing lime and in the pottery industries is also quite considerable.

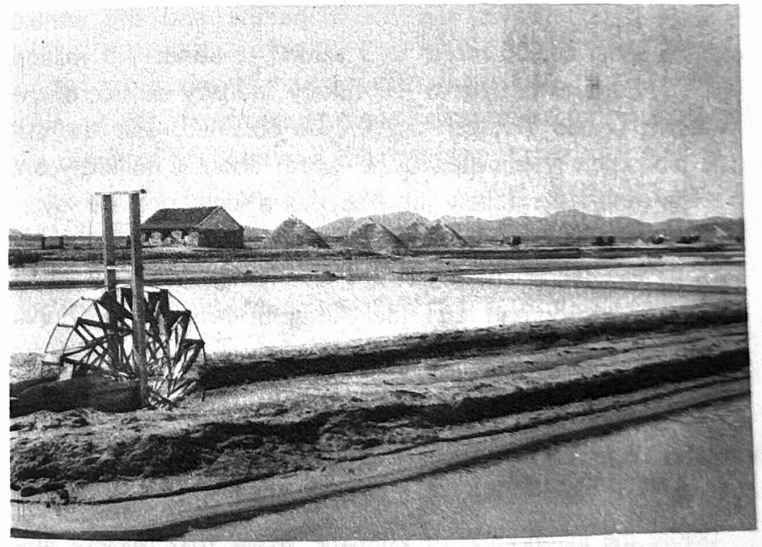
15. HAS THE SALT MANUFACTURING DEVELOPED IN MANCHURIA?

The manufacture of salt is one of the three important industries in Manchuria. All along the sea coast of Fengtien

Province, the districts around Newchwang, Kaiping, Fuhsien, and others facing the Gulf of Pechihli, and the sea coast around the Kwantung Leased Territory are noted for this industry.

The most important salt fields producing salt of Manchoukuo are the Liaotungyenchang and the Liaohsiyenchang. Although the exact area of these and other salt fields are not known, it was estimated at the end of 1938 at about 15,000 hectares and the total annual production is about 400,000 metric tons. In addition, in the district toward the south-west of Hailar are several salt lakes, such as Dalainor and Bornor, and these add to the total salt production by about 1,200 tons a year.

The salt manufacture in the Leased Territory of Kwantung was at one time extensively conducted but maladministration and warfare caused the industry to wane. It was revived under the Japanese regime and has made a steady development since. At the end of 1938, the salt fields totaled 9,085 hectares and the production 419,000 metric tons. A greater portion of salt thus produced is exported to Chosen and Japan.



Salt Fields, Kwantung Leased Territory

Both the Manchoukuo Government and the Kwantung Bureau are planning to expedite the salt production in a systematic way and a bright future is expected in this field. The result is bound to have a significant bearing upon the soda industry in Japan and Manchoukuo.

16. IS THERE ANY FISHERY IN MANCHURIA?

Although the coast line of Manchuria from the north of the Yalu River on the east to Shanhaikuan on the west extends 976 miles and the Liaotung Peninsula cuts into the Yellow Sea and the Gulf of Pechihli, fishing had not developed into commercial scale until Japanese came to South Manchuria. Since the advent of the Japanese administration in the Kwantung Leased Territory, the industry has gradually been fostered, especially with the introduction of improved appliances. It is, however, still very young and the whole industry is not regarded as important.

The fishing population in the Kwantung Leased Territory is about 23,000 natives and 850 Japanese and the annual catch is about 60,000 metric tons valued at about 7.5 million yen. The figures relating to the fishery industry outside of the Kwantung Leased Territory can not be obtained, but the annual production is estimated to be worth about 4 million yuan.

The fresh-water fishery in Manchuria can not be overlooked. A large number of natives work all the rivers, notably the Liao and the Yalu in South Manchuria and the lower reaches of the Sungari and the Amur in North Manchuria. The annual catch in these rivers is estimated at as much as 3 million yuan in value.

17. WHAT IS THE PRESENT CONDITION OF MANUFACTURING INDUSTRY IN MANCHURIA?

Before the introduction of railways, there was hardly any modern manufacturing industry in Manchuria. In North Manchuria, the Russians first introduced the railway, followed by modern manufacturing methods such as flour milling, brewery, sugar-refining, and lumber-dressing. Similarly it was the Japanese who opened up South Manchuria industrially, by providing an efficient system of transportation and giving stimulus to various industries through the activities of the Central Laboratory, Geological Institute, Agricultural Experimental Stations, Model Farms, Research Office, and other similar institutions, all founded and operated by the South Manchuria Railway Company. The Manchurians, stimulated by such foreign enterprises, have made a certain degree of progress in industry. Especially noteworthy has been the industrial expansion after the establishment of Manchoukuo.

According to the statistical return of the Kwantung Bureau, the industrial progress made during the past twenty years within the Japanese governed areas in Manchuria has been amazingly rapid. In 1909, there were only 152 factories, representing an investment of 16 million yen and an annual production of 6 million yen; in 1929, these figures increased to 789 factories, with a total capital investment of over 300 million yen and an annual production of nearly 127 million yen. After the establishment of Manchoukuo, these figures made further jump and the close of 1932 saw 1,308 factories, representing an investment of 171 million yen and an annual production of over 173 million yen, while the close of 1938 found further jump in figures although the actual number is not available. Figures for the whole of Manchuria are also rapidly increasing.

Dairen is still the largest manufacturing center in South Manchuria, while Harbin is the chief center in North Manchuria. The former is the center of bean-oil industry in particular and the latter of flour and liquor production. Mukden is rapidly becoming the native manufacturing center of Manchuria.

18. WHAT ARE THE CHIEF MANUFACTURING INDUSTRIES IN MANCHURIA?

(1) **Bean-oil Mills.** The bean-oil milling is one of the oldest industries in Manchuria, and to-day ranks as the foremost among various industries there. At the end of 1938 there were about 400 bean-oil mills, and their aggregate production amounted to about 924,000 metric tons of bean-cakes and 103,000 metric tons of bean-oil. Old meet new side by side in this industry—squeezing oil out by the old wedge process with animal or human power and highly efficient steam or electrically driven screw process or hydraulic press.

(2) **Brewery.** The distilling of the native kaoliang spirit is considered one of the important Manchurian industries. The annual production is estimated at about 700,000 koku. The chief centers for this industry, in the order of their importance, are Mukden, Liaoyang, Hsinking, and Dairen. The Russians maintain several vodka distilleries and a few beer breweries in North Manchuria, especially in Harbin, while the Japanese have established several sake breweries in South Manchuria and beer breweries in North Manchuria. The beer and vodka production exceeds 600,000 cases and the sake production almost 90,000 koku.

(3) **Flour Mills.** Next to kaoliang, wheat flour is an important staple food of the natives and "mofang" or grinding houses are found everywhere in Manchuria. But modern flour milling is of comparatively recent origin, first introduced by the Russians in North Manchuria, and later by the Japanese in South Manchuria. Stimulated by their activities, the natives gradually took up this industry, first in cooperation with Russians and Japanese, and later independently. To-day there are some 84 modern flour mills in Manchuria, producing about 24 million sacks of flour a year. However, the industry is not as yet fully developed to resist American and Canadian competition. In 1938, Manchuria imported flour to the value of 47,088,571 yuan.

(4) **Tobacco.** The annual production of tobacco leaves in Manchuria is estimated at 30 million kilogrammes, of which more than half are produced in Fengtien Province. Necessarily, Mukden became the center of tobacco manufacture in Manchuria. The British-American Tobacco Company is the leader in this field, followed by the Toa Tobacco Company. The Manchuria Tobacco Company, a Japan-Manchoukuo joint enterprise, was established in 1936 with its factories in Hsinking. The annual production is about 13 billion cigarettes.

(5) **Textile Industry.** The modern textile industry was first introduced in 1919 by a Japanese at Antung where a factory for wild silk spinning and weaving was established. Since then the industry has grown rapidly, especially in the field of cotton yarn and fabric industry which claims no less than 480,000 spindles to-day.

(6) **Ceramic Industry.** While it is still in its infancy, ceramic industries promise to become important. Abundant presence of limestone and clay, materials necessary for cement manufacture, induced several cement undertakings which re-

Tobacco Fields, Hsingcheng

Tobacco Harvesting, Kaolimen

present a combined authorized capital of 18 million yen with a capacity to produce almost 1 million tons of cement a year, while 32 factories are engaged in the manufacture of lime. There are also over 400 brick and tile factories, 42 glass factories, and 8 pottery factories. The Central Laboratory of the South Manchuria Railway Company led the way in organizing plants for the manufacture of potteries and is proving to be the most important guide in the development of ceramic and glass industries in Manchuria.

19. IS THERE FUTURE OF COTTON, TOBACCO, AND SILK CULTIVATIONS IN MANCHURIA?

Cotton is produced almost exclusively in South Manchuria, especially in the districts between Tashihchiao and Liaoyang on the S. M. R. line and south of Chinchou on the Mukden-Shanhaikuan line. The annual production is estimated at about 82,000 metric tons, about 30 per cent of which is consumed

by the farmers themselves, and annually 17,000 tons of Chinese, Indian, and American cotton are imported. The S. M. R. experimental stations have been experimenting in this field and the Government of Manchoukuo has adopted a positive policy in this direction. The Manchoukuo cotton cultivation policy includes the cultivation of native cotton varieties, the encouragement of the cultivation of the early growing American species in the southern half of the Liaotung Peninsula, and the increasing of the utilization value of the native cotton for spinning medium-sized yarns. The Manchuria Cotton Association and the Manchuria Cotton Company were both established in 1934 for the purpose of increasing the cotton production in Manchuria. Experiments in improving the native species of cotton are also being encouraged. At present, a five-year project of producing some 150,000 metric tons of cotton is in progress.

Tobacco is produced in Central and South Manchuria, especially in Kirin and Mukden Provinces. A total of some 30,000 tons of tobacco leaves are produced annually. Generally

Cotton Growing, Chinchou, Kwantung Leased Territory

Cotton Picking, Hsiungyaocheng

the quality of tobacco produced is inferior and the demand is not large. Accordingly, the S. M. R. Tobacco Experimental Stations at Fenghuangcheng and Telissu have been conducting extensive experiments in the improvement of tobacco culture in Manchuria. One of the discoveries has been the profitableness as well as promising nature of the cultivation of yellow tobacco of the American variety. The Government of Manchoukuo is exerting its influence in this direction also and some believe in a bright future for the cultivation of tobacco in Manchuria.

The silk culture is more promising. A bright prospect of sericulture in Manchuria has been assured by the results obtained by the S. M. R. Agricultural Experimental Station at Hsiungyaocheng and the Kwantung Government Agricultural Experimental Station and sericulture is now making a rapid progress. At present, however, it is practically limited to the Kwantung Leased Territory and the annual production is about

50 tons. More important is the tussah silk culture. An estimated annual production is about 8,600,000,000 cocoons, valued at 15,000,000 yen of which 7,600,0000,000 cocoons are produced in Fengtien Province. The centers of this industry are Kaiping, Hsiuyen, and Antung.

20. WHAT IS THE INDUSTRIAL POLICY OF THE MANCHOUKUO GOVERNMENT?

The emergence of Manchoukuo has wrought a radical revolution in the economic system of Manchuria. Feudal dictatorship and studied "squeeze" system gave way to strictly modern, rational and unified economic system. The new industrial policy of Manchoukuo necessarily aims at the development of basic resources needed for the strategic security of the country and the sound growth of various industrial enterprises.

The "General Outline of Economic Construction Programme of Manchoukuo," which was issued on March 1, 1933, enumerated four basic policies: (1) respect for the interest of the people as a whole and prevention of any exclusive class from monopolizing the benefits of exploitation of natural resources and the development of industries; (2) introduction of national control over important economic activities to insure an effective and co-ordinated development; (3) enforcement of the principle of the Open Door and Equal Opportunity; and (4) close economic cooperation between Japan and Manchoukuo.

Thus a strong hand of national control and consequent rationalization was introduced into mining and manufacturing industries. Accordingly special Mining Law was enacted and special corporations were established to develop mineral resources essential for national defense and to facilitate the opening of new mines, while the State partially withheld the rights to operate both alluvial gold and mines. In the field of general manufacturing industry, necessary national control was introduced

in metallic industry, machine manufacture, oil milling, pulp industry, soda manufacture, alcohol manufacture, tussah silk industry, textile industry, flour milling, cement manufacture, and brewing and distilling industry. Electric industries were placed under unified management for the purpose of supplying the country with a sufficient supply of power at low cost.

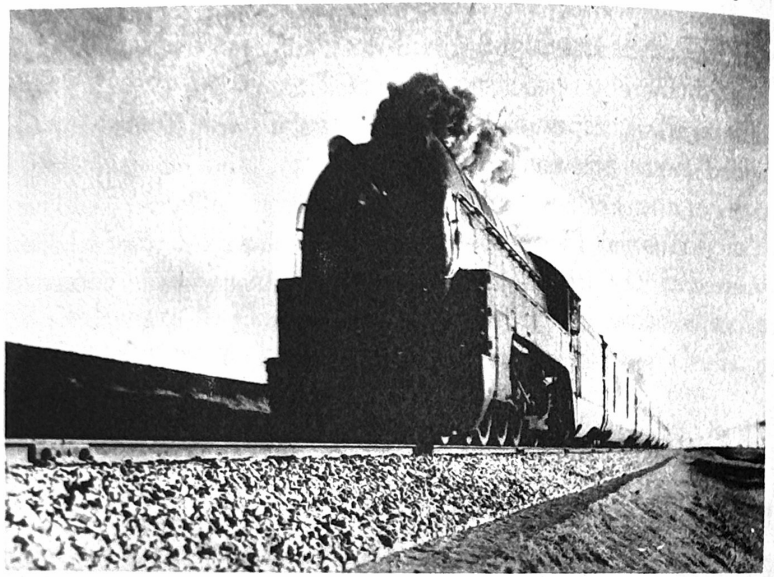
Under this new policy, Manchuria has shown a remarkable progress already in the field of industrial expansion. Between 1932 and 1937, in fact, no less than 2,125 new industrial enterprises, representing a total combined authorized capital of 1,302,156,000 yen, were founded in Manchuria.

21. WHAT IS THE NATURE OF THE FIVE-YEAR INDUSTRIAL PLAN?

Since the proclamation in March, 1933, of the "General Outline of the Economic Construction Program of Manchoukuo," the five years between 1933 and 1937 have witnessed an unparalleled industrial development, especially in evolving order out of chaos, in expanding the nation's productive capacity, and in setting the stage for sound and positive activities in the future. It was upon this background and in the face of the second-period construction program that the Five-Year Industrial Plan was projected and inaugurated in 1937. It aims (1) to establish and expedite important industries, and (2) to promote national economy. It involves, among other things, the increased production of coal, steel, and gold, the inauguration of coal liquefaction and aluminum manufacturing, the expansion of electric and pulp industries, the promotion of rural economy and increased agricultural production, especially wheat, cotton, and flax, the spread of stock-farming, notably sheep, the encouragement of Japanese and Chosenese settlements, the extension of railways and highways, and the general improvement of financial administration. It involved a huge sum of 2.5 billion yuan for its execution.

The first year of the Five-Year Industrial Plan was a huge success in spite of the sudden outbreak of the China Incident. On the other hand, the China Incident and the new situation created thereby necessitated a revision of the Five-Year Industrial Plan, especially in view of the urgency felt for an added expansion in the fields of mining and heavy industries even at the expense of other departments. The Revised Five-Year Industrial Plan involving a new estimated fund of 5 billion yuan was put into force in 1938 and a nation-wide concerted effort is being made for its realization.

III. TRANSPORTATION AND COMMUNICATION



"Asia", the S.M.R.'s Stream-Lined Super-Express Train

22. *WHAT ARE THE TRANSPORTATION FACILITIES IN MANCHURIA?*

Manchuria is the cross-road of the Far East and its railways, not only provide the transportation and communication facilities within its borders, but also serve as indispensable overland links in the international railway connections between Japan, China, and the Soviet Union. Crack express trains carry Japan-China travellers through Antung, Mukden, and Shanhaikuan to Peking, and the Europe-bound passengers from Dairen or Antung through Mukden, Hsinking, Harbin, and Manchouli to Moscow over the Trans-Siberian Railway.

The history of railways in Manchuria, however, is only forty years old. The construction of railways began for the first time in Manchuria in 1897 when the Russians began to build the Chinese Eastern Railway across North Manchuria and then down to South Manchuria from Harbin to Dalny

(now Dairen). Of these T shaped railway lines, that south of Changchun (now Hsinking) was transferred by Russia to Japan as a result of the Russo-Japanese War in 1905, and the South Manchuria Railway Company was organized to operate this line, later reconstructing or building the Mukden-Antung and other lines. The third basic railway line runs from Mukden to Shanhaikuan which was built by China with the British capital. The network of railways feeding these basic lines was built under the Chang regime and the Manchoukuo Government, mostly with the Japanese capital. Manchoukuo took over the Chinese-owned railways in 1932, while Russia made the exit from the railway enterprise in Manchuria in 1935 when the Soviet Union sold its shares in the former Chinese Eastern Railway to Manchoukuo.

To-day, the railways in Manchuria total 9,536 kilometres in length, 8,065 kilometres of the Manchoukuo State Railways, 1,129 kilometres of the South Manchuria Railway lines, and 342 kilometres of miscellaneous lines.

Observation-car on the Express "Hato" of S.M.R.

23. *HOW ARE THE MANCHOUKUO STATE RAILWAYS OPERATED?*

The Government of Manchoukuo, under a contract signed on February 9, 1933, entrusted the entire management of the Manchoukuo State Railways to the South Manchuria Railway Company. This was done for two principal reasons. In the first place, it was imperative to unify widely variegated lines, most of them entailing large losses owing to their diverseness and poor management, and it was most appropriate to assign the task to the Company which both possessed a long and tried experience and has shown unquestionable ability to manage and operate railways. In the second place, such an arrangement would be mutually advantageous in settling an enormous amount of Manchoukuo's indebtendness to the Company, estimated at 130,000,000 yen, which was incurred by the former Manchurian regime and which Manchoukuo had assumed, in connection with the financing and construction of several railways by the Company. In other words, the said loans were to be secured on the property and proceeds of the entire Manchoukuo State Railways. The arrangement also included the management of the water transportation enterprise on the Sungari River, harbor undertakings at Yingkou and Hulutao, and bus lines. In order to assume this tremendous responsibility, the Company immediately organized the Tetsuro Sokyoku, or the General Direction of Manchoukuo State Railways, with its headquarters at Mukden, which began its operation on March 1, 1933. Three and half years later, on October 1, 1936, this office was amalgamated into the General Directorate of Railways.

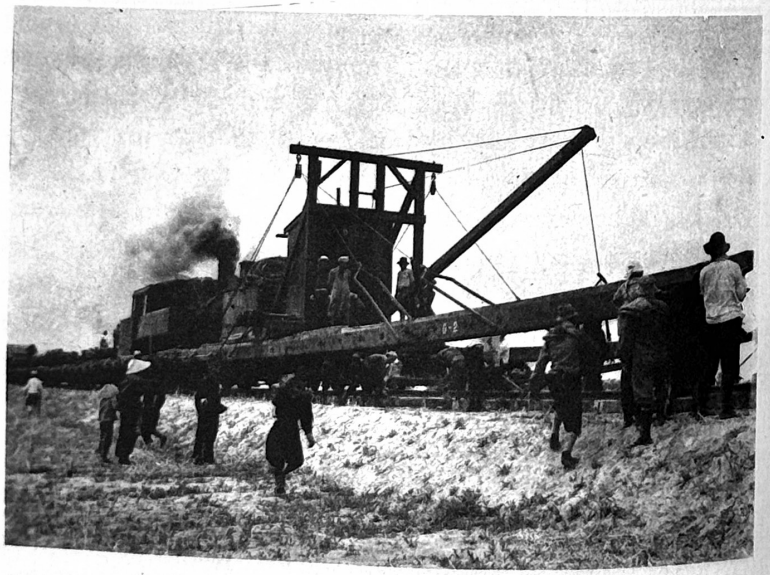
The S.M.R. General Directorate of Railways, Mukden

Since the Company took over the management of the State Railways, it introduced numerous improvements and effected a series of reorganizations in order to transform the neglected lines into a modern railway system. Among other things, it established uniform regulations, fares, rates, and classifications on all lines; started through train service with the South Manchuria Railways and inaugurated the through booking traffic with the adjacent railways; improved the railway tracks and rolling stock, and introduced sleeping and dining car service; added the mixed-storage system similar to that practiced by the Company along its lines; developed the river navigation and began operation of bus lines on an extensive scale; initiated a rational employees' compensation system; unified and improved the schools and hospitals which were formerly managed by the several railways independently, and established a railway training institute; introduced the guard system of its own to assure the safety of railway operation; began operation of hotels at important points; took initiative in encouraging the development of industries along the railways in cooperation with the inhabitants; and established an up-to-date system of railway accounting and purchasing and statistics. Thus, the transportation system throughout Manchoukuo is now witness-

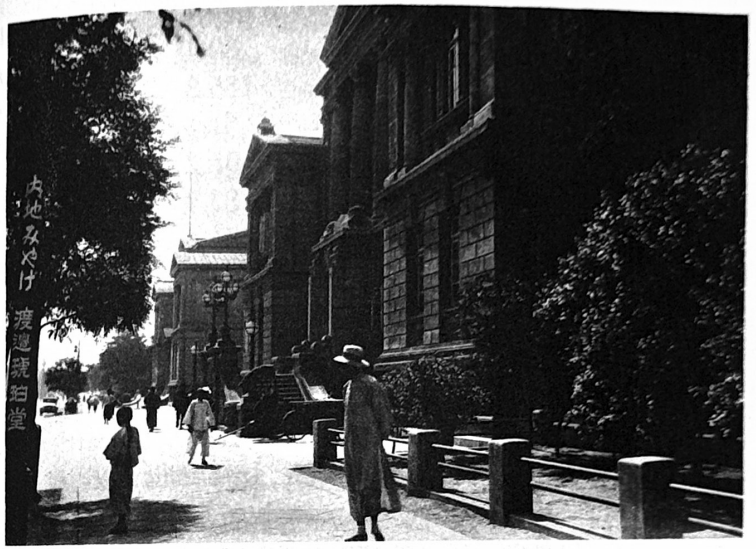
ing an unprecedented rapidity of modernization and developments under the S. M. R. management.

The following Manchoukuo State Railways are now under the direct management of the Company's General Directorate of Railways:

Lines	Kilometres	Miles
Mukden-Shanhaikuan Line	419.6	(260.7)
Tahushan-Chengchiatun Line	366.2	(227.4)
Koupangtzu-Hopei Line	91.1	(56.5)
Chinhsien-Kupeikou Line.....	542.3	(336.9)
Chinlingssu-Peipiao Line	17.9	(11.1)
Yehpaishou-Chihfeng Line	146.9	(92.0)
Lienshan-Hulutao Line.....	13.2	(8.2)
Mukden-Kirin Line	447.4	(277.8)
Ssupingkai-Meihokou Line	149.2	(92.7)
Meihokou-Chian Line	244.8	(152.1)
Hsinking-Tumen Line	528.0	(328.1)



A Railway Construction Train in Operation



The S. M. R. Head Office, Dairen

Lines	Kilometres	Miles
Chaoyangchuan-Kamisanbo Line	60.6	(37.6)
Lafa-Harbin Line	265.5	(164.9)
Harbin-Peian Line.....	334.9	(208.1)
Peian-Heiho Line	302.9	(188.2)
Tsitsihar-Peian Line	231.5	(143.8)
Ningnien-Nonking (Mergen) Line ...	180.3	(112.0)
Ssupingkai-Tsitsihar Line	571.4	(355.1)
Paichengtzu-Arshan (Halunarshan) Line	337.0	(209.3)
Hsinking-Harbin Line	242.0	(150.3)
Harbin-Manchouli Line.....	934.8	(580.9)
Harbin-Suifenho Line.....	546.4	(339.5)
Tumen-Chiamussu Line.....	583.8	(362.5)
Linkou-Hutou Line.....	335.7	(208.5)
Hsinking-Paichengtzu Line.....	332.6	(206.3)
Hsinlitun-Ihsien Line	131.5	(81.7)
Lungtanshan-Tafengman Line	22.4	(13.9)
Hsiaochangtzu-Lishuchen Line	58.9	(36.5)

Lines	Kilometres	Miles
Hsinhsing-Peihuangling Line	82.4	(51.2)
Suihua-Shenshu Line	135.8	(84.3)
Mingshan-Chüanshui Line	51.1	(31.7)
Suiyang-Tungning Line	96.2	(59.7)
Miscellaneous Branch Lines.....	82.3	(51.1)
Total.....	8,886.6	(5,520.6)

24. WHAT IS THE SOUTH MANCHURIA RAILWAY COMPANY?

The South Manchuria Railway Company is more than a mere railway company; it has been and still is the carrier of the light of civilization into Manchuria. In addition to its extensive railway undertakings which constitute its main business, the Company operates, as accessory enterprises, coal mines, railway workshops, harbors and wharves, warehouses, and hotels; it administers the Railway Zone; it conducts schools, libraries, hospitals, and various hygienic institutions; it controls a number of joint-stock companies, electric and gas works, shipping and dockyard companies, and several industrial concerns and factories; and it carries on a chemical research laboratory, a geological research institute, an economic research commitee, and several agricultural experimental stations and farms. Thus its far-flung activities and interest are inseparably tied up with the industrial, commercial, social, intellectual, and general economic life of the country, and the epic story of its growth is to a large extent the story of the phenomenal development and progress of Manchuria during the past twenty-eight years.

The South Manchuria Railway Company was established in 1906 to take over the railways transferred by Russia to Japan, and began its operation on April 1, 1907. Its authorized capital was originally 200,000,000 yen, which was increased to 440,000,000 yen in 1920 and again to 800,000,000 yen in

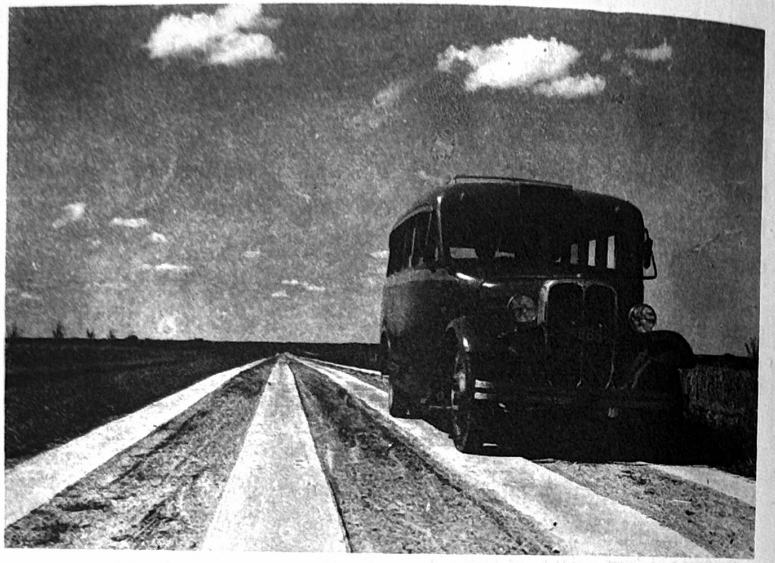
1933. It is to-day a vast and far-flung organization, embracing within its fold a great family of more than 124,000 regular employees, besides 123,000 additional employees in the General Directorate of Railways. The total amount of salaries and other personnel expenses paid by the Company to this great family is no less than 182 million yen. (See "South Manchuria Railway," a separate pamphlet.)

The total mileage of the ralway lines owned and operated by the South Manchuria Railway Company is 1,129.1 kilometres or 701.6 miles as follows:

Lines	Kilometres	Miles
Dairen-Hsinking Main Line	704.3	(437.7)
Mukden-Antung Main Line	260.2	(161.7)
Port Arthur-Choushuitzu Branch Line	50.8	(31.6)
Yingkou-Tashihchiao Branch Line...	22.4	(13.9)
Yentai Colliery Branch Line.....	15.6	(9.6)
Fushun-Hunho Branch Line	52.9	(32.9)
Miscellaneous Branch Lines	22.7	(14.2)
Total	1,129.1	(701.6)

25. ARE THERE MOTOR ROADS AND BUS LINES IN MANCHURIA?

The roads in Manchuria are undeveloped and generally very primitive. In order to introduce modern highways into Manchuria, the Government of Manchoukuo announced in 1932 a ten-year program for the construction of 60,000 kilometres of national highways. For the materialization of this program, the Bureau of National Highways was established at Hsinking and the Highway Construction Offices at Hsinking, Mukden, and Tsitsihar. The work was started in March, 1933, and is now rapidly progressing and the whole country will eventually witness a network of modern highways. Already some 14,000 kilometres of new state highways are available for motor transportation.



Bus Line over a New Manchoukuo State Highway

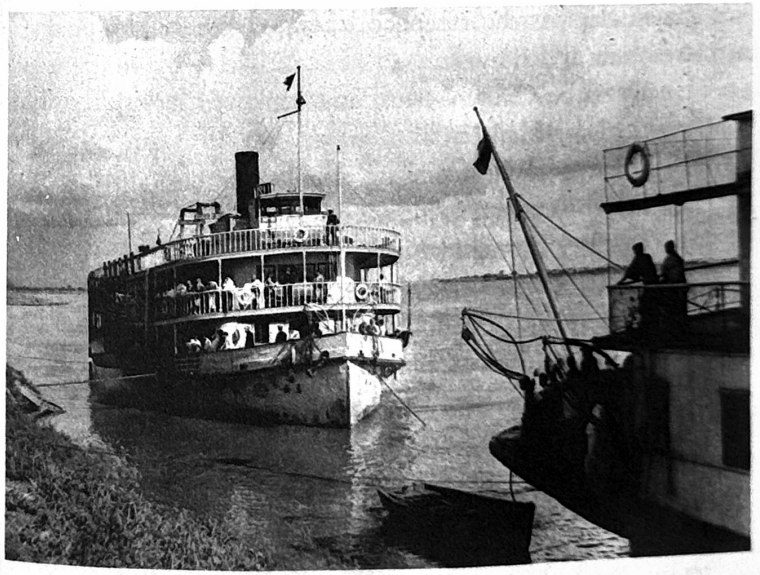
Over these highways were introduced the buses, the latest addition to land transportation in Manchuria. Together with its railways and river lines, the Government of Manchoukuo had entrusted the South Manchuria Railway Company with the exclusive right of operating all of its bus lines and launching new lines. Accordingly, the General Directorate of Railways is now developing a studied system of bus transportation for the entire country, both as feeders to the railways and for the convenience of the general public. It already operates over 13,292 kilometres of bus lines all over Manchuria. Of these 7,085 kilometres were actually under operation on April 1, 1938, the operating mileage changing according to seasons. Besides, there are some 6,720 kilometres of private lines.

26. *CAN RIVERS IN MANCHURIA BE USED FOR TRANSPORTATION PURPOSES?*

There are three large rivers in Manchuria and they constituted the oldest transportation system of that region, long

before the appearance of railways. The Liao River furnishes an outlet for agricultural products, chiefly of the southern part of Fengtien Province, down to Yingkou, while the Yalu River is extensively used in transporting timbers to the port of Antung. More important is the Sungari River, draining the whole of North Manchuria and emptying into the Amur River at the north-eastern extremity. The railway facilities have not yet penetrated a large portion of North Manchuria and the Sungari still serves an extensive area as the only means of transporting agricultural and other products to the nearest railway stations. Harbin has grown, thus, not only as a northern railway junction city, but also as a center of the river traffic over the Sungari River.

The river navigation, thus having close connection with railways, if operated to-day by the General Directorate of Railways together with Manchoukuo State Railways. It has amalgamated



A River-boat on the River Sungari at San-haing, North Manchuria

various navigation bodies into one entity and established the Harbin Navigation Association. The General Directorate of Railways supervises the various activities of the Association and its Direction for Navigation which is located at Harbin. The Harbin Navigation Association operates its vessels over the Sungari, the Amur, the Liao, the Nonni, and the Yalu, aggregating almost 5,000 kilometres.

27. *WHAT IS THE CONDITION OF AIR TRANSPORTATION IN MANCHURIA?*

The air transportation in Manchuria is operated exclusively by the Manchuria Air Transport Company. This Company was established in October, 1932, by the Government of Manchoukuo with an authorized capital of 3,850,000 yen which was supplied jointly by the Manchoukuo Government, the South Manchuria Railway Company, and the Sumitomo Company of Japan. The capital was since increased to 13,970,000 yen.

The regular passenger service operated by the M. A. T. C. at present are as follows:

1. Shingishu(Chosen)-Mukden-Hsinking-Harbin-Tsitsihar-Hailar-Manchouli.
2. Dairen-Mukden-Hsinking.
3. Dairen-Antung-Mukden.
4. Hsinking-Lungchingtsun-Seishin.
5. Harbin-Mutankiang-Hsinking.
6. Harbin-Peian-Heiho-Tsitsihar.
7. Hsinking-Harbin-Chiamussu-Fuchin.
8. Harbin-Ilan-Chiamussu-Fuchin.
9. Chiamussu-Paoching-Fuchin.
10. Chiamussu-Lopai-Fuchin.
11. Mukden-Chinhsien-Chengte.
12. Hsinking-Lintung-Chihfeng-Chengte.

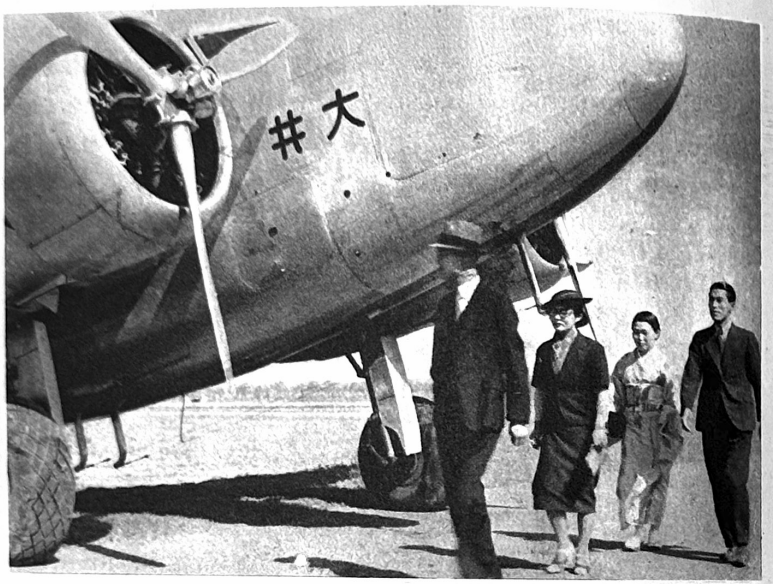
There are also Dairen-Tientsin, Chinhsien-Peking, and Chengte-Peking connections.

Such a development of air service considerably shortened the distance between Manchuria and Japan. One can now leave either Dairen or Hsinking in the morning and fly over Chosen, Northern Kyushu, and the Inland Sea, and arrive at Tokyo late in the afternoon.

28. *WHAT ARE THE SHIPPING FACILITIES IN MANCHURIA?*

(1) Ports. The Port of Dairen, through which the bulk of Manchurian trade is carried on, is one of the most beautiful and best equipped ports in the Orient. When the South Manchuria Railway Company took over the administration of the Port of Dairen in 1906, the port was far from complete and the Company, following on the whole the Russian plans, immediately entered upon a comprehensive scheme of harbor improvements. The breakwaters were improved and completed by 1918; four beautiful new piers were constructed with all modern equipments and facilities and the fifth is now under construction; the harbor was carefully dredged so that all first class steamers can enter and dock at ease along these piers; nearly 70 miles of rails were laid within the pier compounds to facilitate the shifting and handling of cargoes; and some 79 warehouses with an aggregate floor space of over 422,000 square metres were built on the piers and within the pier compounds to provide the necessary warehousing facilities. Just outside the breakwaters, all Jijiko, there are two additional piers which are reserved for oil and combustibles, while a wharf for junk cargoes is also provided within the harbor. All told, some 11 million tons of cargoes can be easily handled annually at this southern gate of Manchuria.

Other ports through which Manchurian trade flows are Yingkou and Antung in South Manchuria, Rashin in North Chosen, and, to a lesser extent, Vladivostok in the Maritime Province of Siberia. The facilities at Yingkou and Antung are



The Choushuitzu Airfield at Dairen

moderate. A small amount of trade is still carried on at Port Arthur also. The first phase of the plans for the Port of Rashin, which the South Manchuria Railway Company is constructing, was completed and the new port was officially opened in November, 1935. It connects the Japan Sea with North Manchuria through the Rashin-Tumen railway outlet which absorbs the radiating railway lines from Tumen northward to Chiamussu, north-westward to Heiho through Harbin, and westward to Solun through Hsinking and Paichengtzu. The further improvement of the Port of Hulutao on the Gulf of Pechihli is also under way.

(2) **Coaling Facilities.** At Kanseishi across the bay from Dairen, the South Manchuria Railway Company has built a strictly modern coal terminal. The pier is the sum total of modern loading equipments, put up for the purpose of handling the Fushun coal, and has the spaces and facilities for the loading of four ships simultaneously.

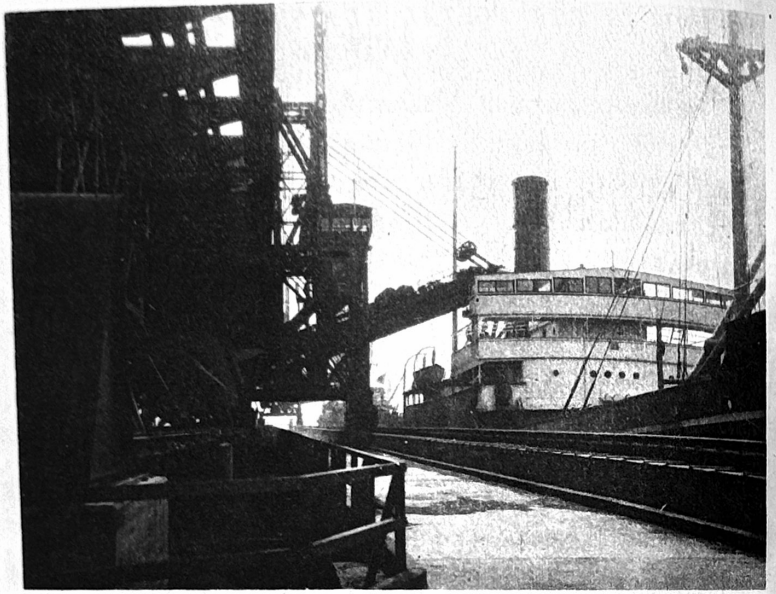
29. HOW IS THE POSTAL ADMINISTRATION CARRIED ON?

The Government of Manchoukou took over the Chinese postal service on April 1, 1932, and all matters of postal administration within its borders are controlled by the Department of Communication. Japan-Manchoukuo through postal service was established with the Japanese recognition of the new State, while the Sino-Manchoukuo through postal service was started on January 10, 1935. Manchoukuo still remains outside of the international postal union due to the policy of non-recognition followed by most nations, but for all practical purposes, her mails penetrate, strangely enough, the four corners of the earth. Naturally, the Manchoukuo postage stamps are prized by the philatelists throughout the world.

Wirhin the Leased Territory of Kwantung, however, the Japanese postal service still prevails and only Japanese postage stamps are in use. It is administered through the Kwantung Bureau.

30. HOW ARE THE TELEPHONE AND TELEGRAPH COMMUNICATIONS MANAGED?

The telephone and telegraph communications in Manchoukuo were at first under the control of the Department of Communication but they were taken over by the Manchuria Telephone and Telegraph Company on and after September 1, 1933. The M. T. T. C. is a Manchoukuo-Japanese joint enterprise with a capital of 50 million yuan and to-day controls 122 telephone and 562 telegraph offices all over Manchoukuo, with 103,000 kilometres of telephone lines and 47,000 kilometres of 277 circuit telegraph lines. It has unified all electric communication enterprises in the country, instituted various improvement in its services, bettered and expanded the electric communications between Japan and Manchoukuo, inaugurated a wireless telephone service with Japan in August, 1934, and



Coal Loader at work, Kanseishi Pier near Dairen

opened a powerful wireless station at Hsinking.

Within the Leased Territory of Kwantung, the telegraphic communications are under the control of the Kwantung Bureau and the service is identical with that in Japan, while the telephone service is carried on under the management of the M. T. T. C. There are five direct telegraph lines between Japan and Manchuria, while the only wireless telegraph station is located at Dairen.

IV. FINANCE

31. HOW WAS THE NATIONAL FINANCE IN MANCHOUKUO REORGANIZED?

A remarkably rapid and sound development has been made by the new State in the field of national finance and currency. What was nothing but confusion and corruption under the old military dictatorship has been already transformed into an orderly system of modern and completely centralized and unified financial administration. This was accomplished by (1) the establishment of the national budget system, (2) the reduction of tax burdens, (3) the adjustment of the monopoly system, (4) the adjustment of Government and public enterprises as well as properties, and (5) the improvement of the tax collection system by abolishing the contract system.

To increase the general welfare of the people, Manchoukuo has incorporated in its social and industrial program a system of gradual reduction of internal taxes and readjustment of various other duties and levies. Besides the unification of business taxes and readjustment of foodstuff taxes, the Government has effected the revision or the abolition of some ten different taxes, relieving the people of tax burdens amounting to about 26,000,000 yuan. The old import and export tariffs have also been revised, partially in view of the rapid changes which are taking place in the economic and industrial conditions of the country.

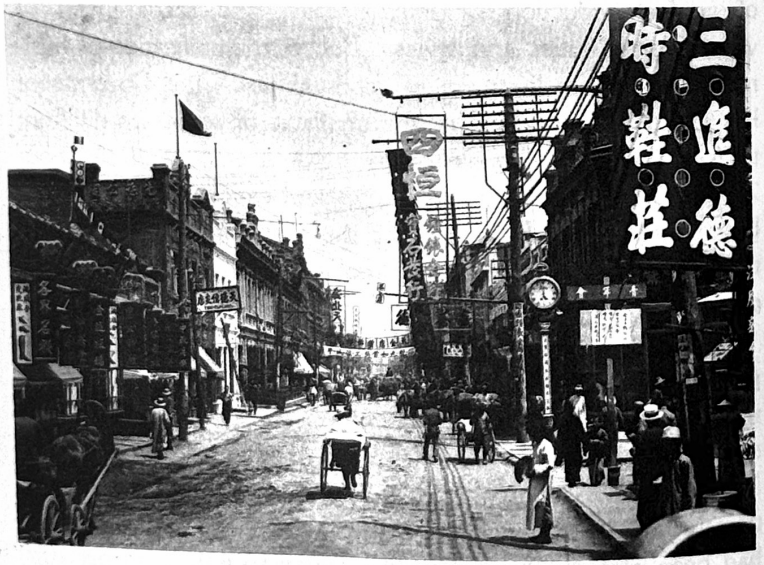
The administration of salt is an important government monopoly in Manchoukuo and it furnishes the Government with a national revenue of some 25 million yuan. It has been the subject of constant abuses under the former military regime and Manchoukuo has been carefully revising this important but extremely delicate system. As a result, the price of crude salt had been already reduced by 4.15 yuan to 4.95 yuan per 100 chin according to various localities. Manchoukuo has also in-

stituted the opium monopoly for the purpose of eliminating the evil practice of opium smoking and controlling the smuggling of opium and cultivation of poppies. The profits from this monopoly are set aside, however, largely to cover the expenditure involved in the control, relief, and education of opium addicts. Recently, match and alcohol also had been added to the government monopoly.

With these and other reforms carefully set in motion, the Manchoukuo Government has been successfully balancing its budget and increasing the confidence of the people with regard to its financial administration.

32. WHAT HAS BECOME OF THE FOREIGN LOAN OBLIGATIONS OF THE FORMER REGIME?

In conformity with the practice of preserving international good faith, Manchoukuo has bravely announced that she will meet all foreign loan obligations of the former regime. For this



The Manchoukuoan's Shopping Center in Harbin

purpose a special sinking fund has been set aside from the customs and salt revenues. To meet the obligations resulting from other national loans, Manchoukuo has been also setting aside since the 1933 fiscal year a sum equivalent to ten per cent of the surplus of the total revenue as a sinking fund.

33. WHAT IS THE PRESENT CURRENCY SYSTEM IN MANCHURIA?

Before the establishment of Manchoukuo, the currency system in Manchuria, involving no less than 15 kinds and 136 denominations, presented a most confusing picture. Necessarily, one of the most admirable achievements of the new State has been the complete centralization and unification of its national currency.

The Currency Regulations established the silver standard with the Yuan at 23.91 grammes as its unit and placed the right to issue all Manchurian coins and notes exclusively in the newly established Central Bank of Manchu. The subsidiary currencies of Manchoukuo are the nickel coins of 10 fen and 5 fen and the copper coins of 1 fen. The notes issued by the Central Bank have been stabilized in value and have gained the universal confidence of the people until to-day when some 165,430,000 yuan worth of new notes and 20,376,000 yuan worth of new coins constitute the accepted currency of the country.

At the same time, the old Currency Readjustment Regulations in 1932 prohibited the use of the old currency and decreed that a certain class of currencies enumerated may be continued at the face value for two years while all others must be exchanged at a specified rate with the newly authorized Manchoukuo currency and that the Manchoukuo currency alone would become supreme after the expiration of the two-year period. This work of currency unification was greeted with tremendous favor and a total of some 138,214,120 yuan or the 97 per cent of the old currencies at first outstanding had

The Central Bank of Manchu, Hsinking

been redeemed by the Central Bank of Manchu up to the end of June, 1935.

In the Kwantung Leased Territory, the Japanese currency is officially used and still prevails. The par between the Manchoukuo yuan and the Japanese yen had been achieved late in 1935 and maintained since.

34. WHAT IS THE BANKING POLICY OF MANCHOUKUO?

Behind the successful unification of stabilization of Manchoukuo currency system stands another master achievement of the new Government. This is the Central Bank of Manchu which was established by a Government Ordinance in June, 1932, through the amalgamation of the Provincial Bank of Far Eastern Provinces, Kirin Provincial Bank, Heilungkiang Provincial Bank, and Frontier Bank, the four great government banks under the former regime. It has an authorized capital of 30,000,000 yuan and maintains branches in leading cities.

The Central Bank of Manchu took over from the old banks assets and liabilities amounting to 433,000,000 yuan. Of this amount, the liabilities requiring liquidation totalled 198,000,000 yuan and these were paid off with the assets of the old banks, including reserves and deposits of the former military regime which amounted to 165,000,000 yuan and by the issuance of 5% bonds for the payment of the remaining 33,000,000 yuan. In June, 1933, Tahsing Company, a corporation capitalized at 4,000,000 yuan, was established to take over the pawning, brewing, and sundry goods businesses operated and controlled by the old banks. And thus the Central Bank of Manchu has come to function as the true and supreme central banking institution of the country.

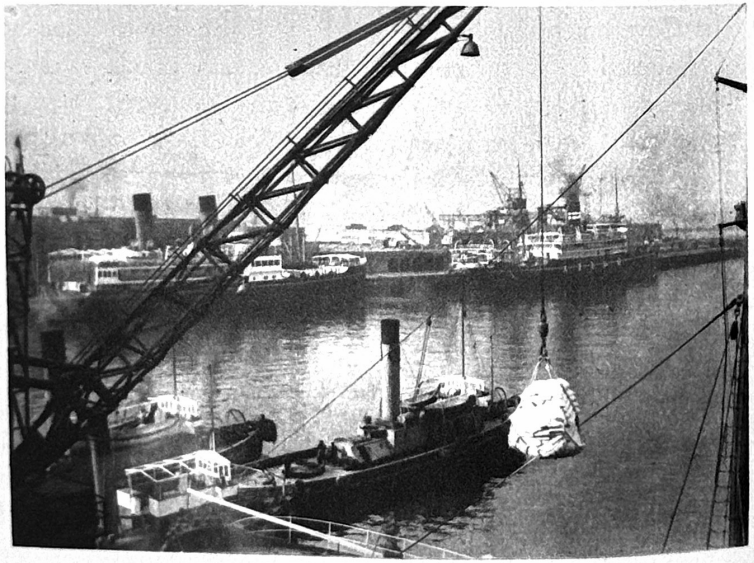
All banks in Manchoukuo are regulated under the Banking Law of November, 1933. Chief feature of the Government policy is the encouragement of subsidized credit associations for the specific purpose of improving the finances of small and middle class farmers, merchants, and minor industrialists. The Government has also granted special licences to a number of chartered banking firms to issue premium bonds whereby they are enabled to advance long-term low-interest loans to farmers and small industrialists. Other financial facilities offered by the Government include the lower interest rates, the popularization of Government bonds, and special loans to farmers at a low interest rate.

V. FOREIGN TRADE

35. *WHAT ARE THE IMPORTANT FACTS IN THE DEVELOPMENT OF MANCHURIAN TRADE?*

The Russo-Japanese War ushered into Manchuria a new economic era. Prior to the War, Yingkou (Newchwang) was the only port in Manchuria which was open to trade with the outside world. Yingkou and Tientsin were opened at the same time as early as 1861, but, while the trade at Tientsin grew rapidly, that of Yingkou was very slow in its growth. Besides, almost every inland city was closed to foreign traders.

After the War, three important developments took place in the interest of Manchurian trade. The first and foremost was the opening in 1906 of the Port of Dairen as a free port. Since then the South Manchuria Railway Company has invested more than 75 million yen for the improvement of that port which is to-day a premier port in eastern Asia. The



The Bustling Port of Dairen

second important development was the opening of inland cities for trade. Through a series of agreements between 1905 and 1909, China agreed to open up leading cities in Manchuria which were closed before that time. Antung accordingly was opened in 1907 and nine other important cities, including Harbin, Mukden, Manchouli, and Aigun, were formally opened by 1911. The third factor was the perfection of the South Manchuria Railway in South Manchuria, providing that region with an efficient system of transportation for the first time, and offering, in cooperation with the Chinese Eastern Railway in the north, facilities for the carrying trade in Manchuria. It is a fact of prime historical importance that the Japanese took initiative in all of these three directions to open up Manchuria for international trade.

The establishment of Manchoukuo again revolutionized the prospect for international trade in Manchuria. In this the four factors were most influential. The first was the emergence of an efficient and honest administration. The second was the initiation of a phenomenal era of construction, especially in the cities and in the transportation sphere, necessitating the importation of construction materials. The third was the gradual expansion of transportation facilities, especially the railway networks and bus lines, penetrating the regions hitherto untapped. The last but not the least was the successful reform in the financial field, especially the unification of the currency system and the establishment of reliable banking facilities.

36. *WHAT IS THE PRESENT STATUS OF MANCHURIAN TRADE?*

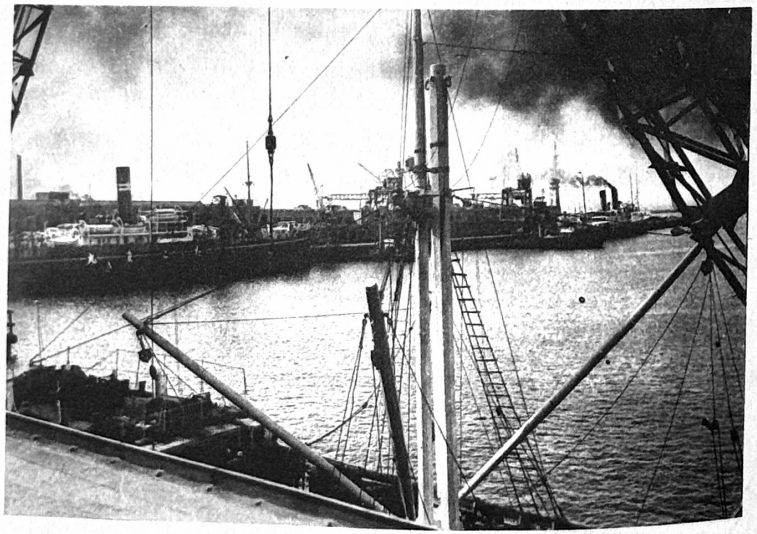
The growth of Manchurian trade since the Russo-Japanese War has been rapid and phenomenal. In 1907, the year when Japanese took over the South Manchuria Railway, the trade of Manchuria was slightly over 52 million Haikwan Taels or less than 10 per cent of the total trade of China. By 1930,

the figures rose to over 703 Haikwan Taels or almost 14 times those of 1907 and about 21 per cent of the total trade of China. Moreover, since 1920, the Manchurian trade consistently registered the favorable balance of trade.

The emergence of Manchoukuo was an added stimulus to the already growing Manchurian trade and in 1933 it registered an adverse balance of trade for the first time since 1920. The following are the complete returns since 1932.

Year	Import yuan	Export yuan	Total yuan	Balance yuan
1932..	337,672,749	618,156,837	955,892,585	+280,484,089
1933..	515,832,425	448,477,605	964,310,030	− 67,354,820
1934..	593,562,248	448,426,567	1,041,988,815	−145,135,681
1935..	604,149,080	421,107,753	1,025,227,112	−183,041,327
1936..	691,889,273	602,758,989	1,294,648,262	− 89,130,284
1937..	887,411,696	645,297,656	1,532,709,352	−242,114,040
1938..	1,274,747,601	725,454,449	2,000,202,050	−549,293,152

37. WHAT ARE THE PRINCIPAL COMMODITIES OF EXPORTS?



The Dairen Harbor

A Scene of Peanut-picking along the Chinchou-Chengtzutun Line

PRINCIPAL COMMODITIES OF EXPORTS FOR 1938

Commodities	Value in Yuan
Soya Beans and other Beans	249,549,966
Bean-Cake	70,575,007
Ores and Metals	60,354,934
Coal	28,198,127
Millet	20,260,226
Kaoliang	18,845,746
Maize	18,328,485
Sulphate of Ammonium	16,571,204
Bean Oil	14,099,414
Groundnuts	12,115,314
Perilla Seed	7,275,408

38. *WHAT ARE THE PRINCIPAL COMMODITIES OF IMPORTS?*

PRINCIPAL COMMODITIES OF IMPORTS FOR 1938

Commodities	Value in Yuan
Iron and Steel	190,612,739
Machinery and Tools	121,500,810
Cotton Piece Goods	84,277,036
Vehicles and Vessels	81,733,603
Paper and Paper Wares	57,742,360
Wheat Flour	47,088,571
Raw Cotton	42,663,883
Electrical Appliances	39,767,207
Silk Piece Goods	38,564,915
Sugar	35,778,943
Woolen Goods	23,345,191

39. *WHAT IS THE CUSTOMS ARRANGEMENT IN MANCHURIA?*

Manchoukuo took over the Chinese customs administration within her boundary after June 26, 1932. However, the Government of Manchoukuo agreed to pay Manchoukuo's quota of the foreign loan service in accordance with the ratio existing between the Manchoukuo Customs revenue and the total of the combined Manchoukuo and Chinese Customs revenues. This was followed by the revision of the import and export customs tariffs on November 3, 1932, and July 22, 1933. At present, the Manchoukuo customs administration is carried out through its eight customs houses, located at Dairen, Harbin, Antung, Yingkou, Lungchingtsun, Tumen, Chengte, and Shanhaikuan.

In this respect, however, the Port of Dairen occupies a unique position and faces a most complicated situation.

Generally speaking, the Port of Dairen had been opened as a free port, but all goods passing the frontiers of the Kwantung Leased Territory into the interior of Manchoukuo are required to pay the Manchoukuo customs tariffs.

For the year 1938, the total customs revenue of Manchoukuo amounted to 96,448,000 yuan.

40. *WHAT ARE THE CHIEF FACTORS IN THE GROWTH OF MANCHURIAN TRADE?*

There is usually a complex set of factors affecting the growth of trade in any given country. In the phenomenal growth of trade in Manchuria as above outlined, one may discern numerous factors of which the following are the more important ones; (1) efficient system of transportation provided chiefly by the South Manchuria Railway in South Manchuria and the Manchoukuo State Railways throughout the country (See above, Section III on "Transportation and Communication"); (2) comparative peace and order which characterized Manchuria during the past twenty-five years and the gradual decrease of organized banditry after the establishment of Manchoukuo (See below, Section VI on "Peace and Order"); (3) development by Japan of modern and efficient port facilities at Dairen, ice-free throughout the year and easily accessible as compared with Vladivostok; (4) amazing growth of agriculture and various other industries in Manchuria, a result of the first two factors mentioned as well as of the stimulating initiative taken and fruitful experimentations carried on by the South Manchuria Railway Company and the Japanese capital; (5) gradual recognition of Manchurian resources, especially the value of soya beans and their products which the Japanese made famous throughout the world; (6) enormous Chinese mass immigration into Manchuria which came as a result of various factors mentioned above and which provided needed labor, expanding market, and prompted further opening up of

interior Manchuria, accompanied by the general growth of cities (See below, Section VII on "Immigration"); and (7) feeling of stability and new order of things after the establishment of Manchoukuo (See above, Section I on "Political Geography," questions 5 and 6).

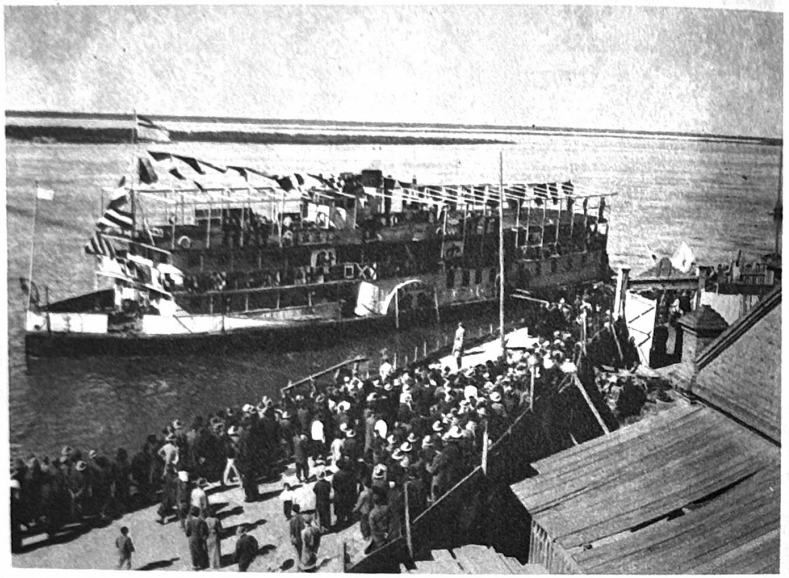
Representing Racial Harmony in Manchoukuo. Races shown in the Picture are, from left to right, Chinese, Manchu, Japanese, Chosenese and Mongol

VI. PEACE AND ORDER

41. WHAT ARE THE CHARACTERISTICS OF MANCHURIAN "BANDITS"?

One of the eternal ills of China seems to be the powerlessness of the authorities, both national and local, against the forces of organized banditry. And Manchuria was no exception to that state of affairs and Manchoukuo had inherited the delicate task of bandit subjugation.

The "bandit" hordes in Manchuria are unique and may be roughly divided into five categories: (1) so-called "political bandits" formerly under command of notorious political leaders, such as Ma Chan-shan, Ting Chao, and Su Ping-wen; (2) "professional bandits" who are the traditional outlaws of Manchuria; (3) "civilian bandits" who had been forced to take up banditry on account of economic necessity to get a livelihood; (4) "religious bandits" who ravage the interior districts from religious motives, especially in view of their affiliation with such native religious bodies as the Tataohui (Big Sword League) and

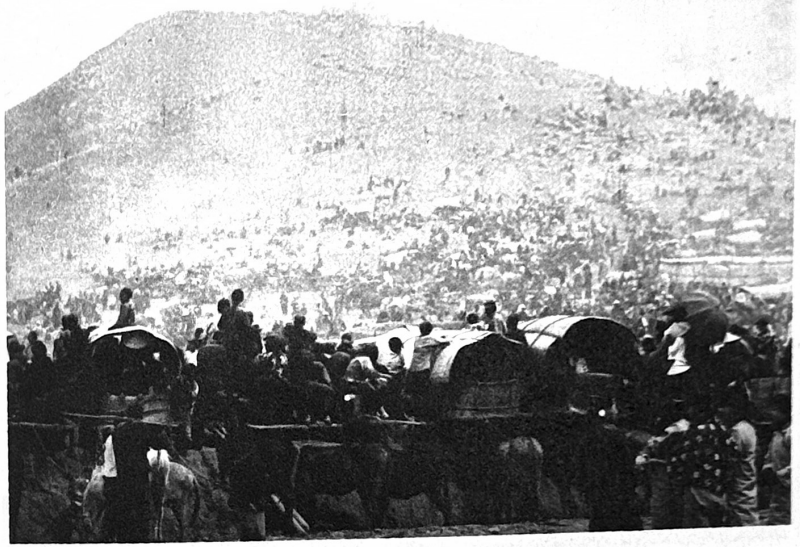


The Carnival Boat on the Sungari

Hungchianghui (Red Spear League); and (5) minor groups of farmers and workers in abject poverty. After the birth of Manchoukuo, the escaped Chinese soldiers and irregulars, in tune with the Nanking political propaganda, constituted the most troublesome element. In all some 200,000 "bandits" were reported to have been befesting various sections of Manchuria in 1932.

42. WHAT IS THE PRESENT STATUS OF INTERNAL PEACE IN MANCHURIA?

After the emergence of Manchoukuo, a new era dawned over Manchuria. The Government of Manchoukuo, at the same time introducing various organs and facilities for the maintenance of internal peace and order, instituted a determined campaign for the pacification of bandit hordes. As a result of strenuous efforts exerted by the national army and police forces and assisted by the Japanese troops, the work has been



The Famous Niang-Niang Festival at Tashihchiao on the Dairen-Hsinking Main Line

considerably accelerated and the number of outlaws became exceedingly small. It is reported that, as against some 200,000 bandit hordes in 1932, there are to-day about 3,000. It is most interesting to note that many notorious leaders of bandits and irregulars, repenting their atrocious activities and seeking the blessings of the "Rule of Wangtao," have surrendered themselves, together with their subordinates, one after another to the new regime and are now engaged in legitimate professions. The Manchurian bandit is thus fast becoming a thing of the past.

43. HOW IS THE POLICE ADMINISTERED IN MANCHOUKUO?

Under the former regime the police system was completely decentralized, differing according to provinces and districts. There was also numerous special policing organs besides the

Ruins of Lama Temples, Chengte, Jehol

general police, making the police administration further complicated. Moreover, corrupt administration was general and discretion rather than justice played an important role, while bribery and various illegal practices prevailed. In some districts, the police and the troops were not clearly differentiated and the military interference in the police administration was quite common.

With the establishment of Manchoukuo, all of these prevalent evil practices were completely abolished through the unification of police administration, the improvement of police personnel, the training of police officers, and the modernization of police system in general. Under the new system, the Central Government completely controls the police administration and the organs of police administration are systematically organized from the Metropolitan Police Board and the Provincial Police Boards downward to the Special Police Corps and the Auxiliary Police Organs. For the purpose of educating police officials

who shall effectively enforce such new deal in the Manchoukuo police administration, the Central Police Institute was established in Hsinking, while the Police Training Quarters attached to the Institute and also to District Police Boards and Hsien Offices train chingshih or guards. The revolution in the police administration thus introduced is rapidly progressing and a complete modernization of Manchoukuo police system is definitely assured and already bearing splendid fruits.

44. WHAT IS THE STATUS OF JUDICIAL REFORM MOVEMENT IN MANCHOUKUO?

The judicial system in force in Manchuria prior to 1931 was same as that of China and its chief characteristic was inefficiency. Due to corrupt administration under the former regime, especially the abuse of authority by those politically empowered and the military interference, bribery and personal influence rather than law and reason determined the course of justice. Under such conditions, it is difficult to say that Manchuria really possessed a judicial system although there were laws and judicial institutions in existence at least in form. After the establishment of Manchoukuo, the new State on the whole followed the same system in principle but began to introduce various reforms in making the judicial system entirely independent of political and military control and in enforcing the rule of law and reason in place of the dictate of personal influence and bribery. The noble work thus started in 1932 is still proceeding and is gradually bearing expected fruits in a marvelous way. Japan's relinquishment of extraterritoriality itself is the best commentary upon the phenomenal results of this judicial reform movement in Manchoukuo.

To-day there are in Manchoukuo 1 Supreme Court (Hsinking), 5 High Courts (Kirin, Mukden, Harbin, Chinchou, and Tsitsihar), and 10 High Court Branches, 29 District Courts and 31 District Court Branches, and 97 Sub-District Courts and 21

Sub-District Court Branches. There are still a large number of various special and irregular judicial organs, all vestiges of old system which are gradually being abolished and replaced with modern courts. Needless to add, reforms in personnel and prison system are proceeding parallel with the general judicial reform movement.

45. WHAT IS THE STATUS OF LEGAL REFORM MOVEMENT IN MANCHOUKUO?

Along with the general judicial reform movement, the Manchoukuo Government has been exerting every effort to draft and to promulgate necessary laws and regulations. These efforts included the appointment of the Codification Commission and the Code Enactment Commission, the invitation of learned Japanese jurists and scholars as advisers, and the appointment of Japanese judicial officials as secretaries directly responsible for the drafting of various, proposed legislations. With these careful preparations, the first six years have witnessed an amazing rehabilitation of Manchoukuo laws and regulations covering all important phases of her legal requirement. Among these judicial laws and regulations, totaling no less than 60 in all, the most important are the following: Courts Organization Law (1936), Civil Law (1937), Civil Procedure Law (1937), Criminal Law (1937), Criminal Procedure Law (1937), Commerical Law (1937), Barrister Law (1937), Corporation Law (1937), Corporation Registration Law (1937), Auction Law (1936), Property Registration Law (1937), Commercial Registration Law (1937), Foreign Judicial Persons Law (1937), Bank Check Law (1937), Transportation Law (1937), Warehouse Law (1937), Maritime Commerce Law (1937), Compulsory Execution Law (1937), Notory Law (1937), Vessels Registration Law (1937), Police Offence Law (1937), Police Offence Summary Decision Law (1937), and Prison Law (1937).

VII. IMMIGRATION

Shantung Coolies Landing at Dairen

46. WHAT IS THE PRESENT STATUS OF CHINESE IMMIGRATION INTO MANCHURIA?

During the third decade of this century, "China's Covered Wagons," one of the greatest migrations of peoples in modern times, have been quietly moving into Manchuria from various provinces of China, especially Shantung and Hopei. During 1927, 1928, and 1929, this mass migration reached an enormous annual figure of over a million. There was a considerable drop in the number of Chinese immigration during 1931–32, due largely to the Sino-Japanese conflict, but the wave began to rise again in 1933 when the new order of things began to assert itself under the Government of Manchoukuo.

The following are the figures which clearly indicate the general trend of that great contemporary movement of people:

Year	Immigration	Emmigration	Net Gain
1932.....	414,034	498,783	−84,749
1933.....	631,962	485,783	147,179
1934.....	690,925	439,628	251,297
1935.....	436,078	398,493	37,585
1936.....	458,122	366,761	− 8,639
1937.....	319,286	259,098	60,188
1938.....	492,376	252,795	239,581

At present, the Government of Manchoukuo is exercising a strict control over an unlimited Chinese immigration into Manchuria for political and economic reasons.

47. WHAT IS THE PRESENT STATUS OF CHOSENESE IMMIGRATION INTO MANCHURIA?

The Chosenese immigration into Manchuria became more noticeable after the Japanese annexation of Chosen. In 1910, the year of annexation, the Chosenese residents in Manchuria

Chosenese working in a Paddy-Rice Field

Chosenese Women at Harvest, Yinkou

were estimated at some 53,000. This number has grown steadily to 459,000 in 1920 and 607,000 in 1930. At the end of June, 1938, there were 988,959 Chosenese in all Manchuria.

Before the emergence of Manchoukuo, the lot of the Chosenese immigrants was not at all an envious one. They were chiefly engaged in rice cultivation but were generally oppressed and mistreated by the Chinese authorities, especially in the matter of leasing lands. The Wanpaoshan affair in 1931 was an outcome of such difficulties. After the establishment of the new State, however, all of those handicaps, notably the difficulties relating to the leasing of lands, were wiped away and, with the expanding radius of peace and order, the Chosenese immigrants began to enjoy a new deal in their activities.

The most noteworthy recent developments which concerns the general welfare of the Chosenese residents in Manchuria have been the creation of Chosenese Farm Settlements,

Chosenese Concentration-Village Settlements, and general settlements. To aid this work, the Manchuria-Chosen Development Company with an authorized capital of 20 million yen, was established in September, 1936. Since 1937, it has been pushing the program of settling 150,000 households and 750,000 members in 15 years. Up to the end of 1938, some 18,000 households with 90,000 members had been actually settled under these various plans.

48. *IS THE JAPANESE POPULATION IN MANCHURIA INCREASING?*

The Japanese population in Manchuria prior to the Russo-Japanese War was almost negligible. Since then it has increased steadily, especially with the phenomenal development of the South Manchuria Railway and various industrial and commercial enterprises, but it numbered about 240,000 in all Manchuria in 1930. Then came the Manchurian Incident and the eventual emergence of Manchoukuo. The new order of things stimulated the Japanese activities, especially commercial and industrial, and the Japanese population increased rapidly. On December 31, 1938, there were 180,000 Japanese within the Kwantung Leased Territory. An estimate made by the Division of Statistics of the Manchoukuo Government at the end of 1937 gave 418,000 Japanese within Manchoukuo outside of the above-mentioned district.

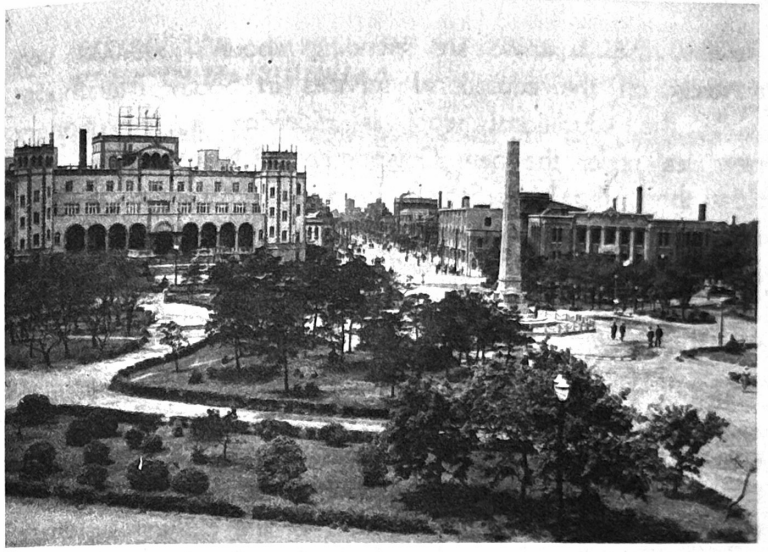
49. *WHAT IS THE STATUS OF JAPANESE IMMIGRATION INTO MANCHURIA?*

Before 1931, the Japanese farmers were mainly confined within the Kwantung Leased Territory and had difficulty in settling in other parts of Manchuria largely due to tyrannic land regulations in spite of treaty right. All told less than 700 Japanese farmers were actively engaged in tilling the soil and 650 of them were in the Leased Territory.

The Mechanical Experimental Farm at Wangyang in North Manchuria

Japanese Women working in a Vigilance Village Farm

After the emergence of Manchoukuo, several successful attempts at immigration were made in small scale. From them has developed the mass immigration project of settling 1 million households with 5 million members in 20 years. To aid this project, the Manchuria Colonial Development Company had been established at Hsinking in December, 1935, which was reorganized in May, 1937, by increasing its authorized capital from 15 million yen to 50 million yen. As a result, an organized Japanese immigration into Manchuria is now progressing with an added vigor. It includes the subsidized mass settlements, youth volunteer settlements, railway settlements, forestry settlements, tobacco settlements, and general independent settlements. In all upward of 35,000 Japanese settlers found their way into Manchuria.



The Manshu Medical University and Hospital, Mukden

VIII. EDUCATION

50. WHAT IS THE HISTORY OF EDUCATION IN MANCHURIA?

It is said that, prior to the Boxer Outbreak in 1900, there was no real public school system in Manchuria, nor any institution for giving modern education except the few maintained by foreign missionaries. The beginning of a new school system was made in China in 1903 and more comprehensive regulations were issued in 1911. In November of that year, the Mukden Government issued regulations under which the modern school system in Manchuria was to be gradually evolved.

It was the Russians who first introduced modern education into the Railway Zone of North Manchuria. After the Russo-Japanese War, the Japanese educational system was established in the Kwantung Leased Territory and the Railway Zone.

To-day, the Japanese are spending about 7,000,000 yen annually on the educational services in South Manchuria, while the educational work is receiving a revolutionary new deal under the new Government of Manchoukuo. Besides these, the Irish, Scotch, French, and Danish missionaries for many years participated in the educational work in Manchuria.

51. *WHAT IS THE PRESENT STATUS OF EDUCATION IN MANCHOUKUO?*

The educational activities of the Manchoukuo Government are organized into three departments, namely, school education, social education, and cultural work. In the field of school education, a complete reorganization of the existing system is now being made on an extensive scale. Special emphasis is being given for character building and practical vocational training. The social education is being organized also on an extensive scale and involves various phases of popular education such as the creation of educational centers, the initiation of popular lectures, the installation of libraries, the establishment of museums, the initiation of language courses, the organization of various societies for men and women and children's groups, and the physical and athletic education. A five-year program for adult education is also being worked out. The cultural work covers a vast field of activities, including the establishment of a national academy for the preservation and study of Oriental culture.

At the end of 1938, there were in Manchoukuo 13,886 primary schools, 108 secondary schools, 15 normal schools, 66 vocational schools, 8 colleges and technical schools, 1 higher normal school, and 1 university. There are also 1,600 some private schools. Given time, Manchoukuo promises to achieve universal education for her younger generation.

52. *WHAT IS THE NATURE OF JAPANESE EDUCATIONAL WORK IN MANCHURIA?*

The educational system maintained by the Japanese in Manchuria was started in 1906 and is, though fundamentally similar to that of the Japan proper, modified so as to meet the condition peculiar to Manchuria. The Kwantung Government is responsible for this work within the Kwantung Leased Territory, while the South Manchuria Railway Company was largely responsible therefor within the Railway Zone up to the time of the transfer of the administrative rights over the Railway Zone on December 1, 1937. After that date, all educational activities within the Railway Zone with a few exceptions were transferred to Manchoukuo together with the administrative rights and a transitional measure was then adopted to entrust all Japanese schools thus transferred to the Kwantung Bureau which in turn has organized School Associations in various localities to manage schools. The schools established by the South Manchuria Railway Company for the Manchurian and Chosenese children were also transferred to Manchoukuo, the schools for Manchurians being incorporated into the regular Manchoukuo educational system and those for Chosenese being entrusted, again transitionally, to the School Associations.

Within the Kwantung Leased Territory, there are to-day 27 public schools, 4 boys' high schools and 3 girls' high schools, 1 technical school, 3 commercial schools, 8 young men's institutes, and 2 girls' domestic science schools. There are also 13 public schools which are maintained for the exclusive purpose of educating the Manchurian children. In addition there is the Technical University of the Kwantung Government at Port Arthur and the Technical College of the South Manchuria Railway Company at Dairen.

At the time of the transfer of the administrative rights over the Railway Zone, the South Manchuria Railway Company maintained within various cities in the Railway Zone 25 kinder-

gartens, 137 public schools for Japanese and 10 for Manchurians, 6 boys' high schools and 7 girls' high schools for Japanese and 1 high school for Manchurians, 14 vocational schools, and 26 young men's institutes. In addition it subsidized 13 kindergartens, 8 schools for Manchurians, and 20 schools for Chosenese. These schools are now under the direction of various agencies already mentioned. The South Manchuria Railway Company, however, continues to maintain the Medical University at Mukden, the Yingkou Business Training School at Yingkou, and the South Manchuria Middle School for Manchurians at Mukden.

53. WHAT IS THE CONTRIBUTION OF MISSIONARIES IN EDUCATIONAL WORK?

The Roman Catholics, the Scotch Mission, the Presbyterian Church of Ireland, and the Danish Missionary Society are all engaged in missionary enterprises in various parts of Manchuria, though small in scale. They are all participating in educational and medical works. A number of small missionary institutions, including kindergartens, grammar schools, grammar schools of higher grade, and high schools are in existence. Theological College, Manchurian Christian College, and Mukden Medical College, all very small, are also maintained by the Missionaries.

IX. SANITATION AND HYGIENE

54. WHAT IS THE SANITARY CONDITION IN MANCHURIA?

Until the advent of the Russians and the Japanese, Manchuria scarcely knew any modern science of sanitation and hygiene. Various types of plagues and infectious diseases have often threatened both human beings and domestic animals. Until very recently, even important towns and crowded quarters everywhere were left in filthy condition and proper hygienic care was almost completely neglected.

With the Russian advent, modern systems of hospitals and water-works were introduced in the Railway Zone in North Manchuria. After the Russo-Japanese War, the Japanese followed their suit by introducing thorough sanitary measures in the Leased Territory and the Railway Zone in South Manchuria where the public hygiene system has made a great progress in the last two decades. Stimulated by the examples set by the Russians and the Japanese, the local authorities in Manchuria have begun to adopt sanitary measures at least in big cities, such as Mukden and Harbin. They have also shown a conciliatory and cooperative spirit in the prevention of plagues and cholera. This tendency has been further encouraged by the Manchoukuo Government after 1932.

55. WHAT WAS THE NATIVE HYGIENIC SERVICE IN MANCHURIA?

The Manchurians did not take the medical service in Manchuria into serious consideration until the meeting of the International Plague Conference which met at Mukden in the winter of 1911–12 and which proposed that China establish plague prevention hospitals at five places. Following this advice, China built four up to 1914 at Harbin, Heiho, Sanhsing and Tungchiang. The North-Eastern Hospital was built at Mukden in

The Dairen Hospital

1921. The Manchoukuo Government since 1932 has been giving special attention in this direction and its hygienic service is gradually gaining in popularity. Especially noteworthy are the increasing number of hospitals and the expanding services of public physicians.

56. WHAT IS THE JAPANESE HYGIENIC SERVICE IN MANCHURIA?

(1) **Administration.** The hygienic administration in the Kwantung Leased Territory is controlled by the Police Bureau of the Kwantung District Government but administrative measures in the Railway Zone were entrusted in the Local Administration Department of the South Manchuria Railway Company. Quarantine and other hygienic matters in the harbors of Dairen and Port Arthur come under the jurisdiction of the Marine Bureau of the Kwantung District Government.

(2) **Hygienic Institute.** The Hygienic Institute was established by the South Manchuria Railway Company early in 1927. It carries on all matters relating to hygienic examinations and tests of medical and chemical substances, food, and drink, or bacteriological tests with special reference to epidemic or endemic prevention. It also manufactures vaccines and serums, disinfectants, etc., and these products are distributed at cost or free of charge. This work was transferred to Manchoukuo on December 1, 1937.

(3) **Hospitals and Medical Treatment.** The medical treatment is conducted by the Kwantung District Government, the South Manchuria Railway Company, and the Red Cross Society of Japan.

The Kwantung District Government maintains the Kwantung Government Hospital at Port Arthur, two isolation hospitals at Port Arthur and Dairen, and two women's hospitals also at Port Arthur and Dairen. In order to extend medical treatment to the people in districts remote from Dairen and Port Arthur in the Leased Territory, the Government maintains officially appointed district physicians in thirteen towns. The chief function of these physicians is to participate in sanitary administration, especially in vaccination, and in their spare time to give medical aid to the people. In the case of extremely poor Manchurian patients, medicine is furnished without charge.

The South Manchuria Railway Company, on the other hand, maintained most extensive medical institutions in Manchuria. There were 36 hospitals and 1 branch in the leading towns along the railways and Harbin on December 1, 1937, when they were transferred to Manchoukuo. It is estimated that over sixteen million yen had been spent in the past years for the building and equipment of these hospitals. The largest and the best equipped is the Dairen Hospital, while next in importance come the Hospitals at Mukden and Fushun, each with large modern buildings, equipments, and accommodations.

The medical force engaged at these hospitals alone at the end of 1937 numbered some 850 involving 2.6 million yen. Then also a large number of district physicians are appointed by the Company to serve in towns and outlying districts in Manchuria and Eastern Inner Mongolia and visiting nurses in ten places in the Railway Zone. The General Directorate of Railways of the South Manchuria Railway Company also carries on similiar activities all along the State Railway lines.

Under the auspices of the Red Cross Society of Japan, there are 15 branches and 13 sub-branches in different districts. Red Cross Hospitals with efficient staff and modern equipments are maintained at Dairen and Mukden. The Society also carries on preventative measures and propaganda on tuberculosis and has often sent its physicians to the interior where medical treatment is given free of charge to the poor. Its total medical force numbered over 1,000 at the end of 1937.

(4) **Medical Education.** Chiefly with a view to training Manchurian physicians, the South Manchuria Railway Company established in 1911 the South Manchuria Medical College at Mukden. It was promoted to the university standing in 1922 and named Manchuria Medical University. The Manchurian students pay only 40-yen tuition. The Company had invested over 2,500,000 yen in the buildings, apparatus, and library of the University and annually spends over 800,000 yen.

(5) **Water-works and Sewage.** Well water in the towns of Manchuria was the prime cause of epidemic diseases, owing largely to infiltration from stagnant drains and other unclean sources. Therefore, the Kwantung Government and the South Manchuria Railway Company in 1907 started to provide modern water-works in the Leased Territory and the Railway Zone. The Kwantung Government completed the water-works at Dairen, Port Arthur, and Chinchou at an aggregate cost of 7,650,000 yen, while the South Manchuria Railway Company provided water works in seventeen population centers along the

railways at an aggregate cost of 5,900,000 yen.

A modern sewage system was established at Dairen with an aggregate cost of almost 3 million yen and also at Port Arthur. The South Manchuria Railway Company has installed modern sewage system at all important cities and towns along the Railway Zone.

57. WHAT HAS BEEN DONE TOWARD PLAGUE-PREVENTION COOPERATIVE WORK?

During the last two decades, Manchuria was visited several times by the most fatal infectious diseases: the pneumonic plague in 1910–11, cholera epidemic in 1919, the pneumonic plague in 1920–21, and the same in 1927. The plague in 1910–11 was the most dreadful, and spread from its scource in the Trans-Baikal region through Manchuria to the southernmost point in Shantung, producing 50,000 victims, mostly in Manchuria. The cooperative preventive measures were taken by the local and Japanese and Russian authorities concerned, but their application was too late to prevent heavy mortality. In 1920–21, cooperative measures were more promptly applied and the disease was kept within the affected district, in North Manchuria along the Chinese Eastern Railway, the mortality being 7,600. In 1927, when the plague broke out in Tungliao district in Eastern Inner Mongolia, it was kept within a narrow limit through improved cooperative actions. To-day the Government of Manchoukuo, the Kwantung District Government, and the South Manchuria Railway Company are closely cooperating in this work and all outbreaks are effectively controlled locally.

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